# **INDEX**

SHEET NO.	PLAN REFERENCE NO.	TITLE
1	IN1	INDEX SHEET
2	CT001	CERTIFICATION SHEET
3	VM001	VICINITY MAP
4 - 8	SQ1 - SQ5	SUMMARY OF QUANTITIES
9	SM001	SECTION MAP
10 - 11	SM002 - SM003	SECTIONS INTENTIONALLY OMITTED
12 - 41	SM004 - SM033	SECTION MAP
42	SM034	SECTION INTENTIONALLY OMITTED
43 - 51	SM035 - SM043	SECTION MAP
52	SM044	SECTION INTENTIONALLY OMITTED
53 - 57	SM045 - SM049	SECTION MAP
58	SM050	SECTION INTENTIONALLY OMITTED
59 - 60	SM051 - SM052	SECTION MAP
61 - 117	TC001 - TC057	TRAFFIC CONTROL PLAN

	PLAN	
	REFERENCE	
	NO.	
	SHEET	
_	OF	
	SHEETS	

NOTE: ALL SHEET REFERENCES, FIRST NOS. OF STRUCTURE CODE DESIGNATIONS AND MATCH LINE SHEET REFERENCES, ETC., THROUGHOUT THE PLANS, REFER TO THE ENTRY IN THE PLAN REFERENCE NUMBER BOX.

<u>u- 1</u>									
FILE NAME	c:\users\pleterh\pw_wsdot\d0531638\XL6593_PS_IN_001.dgn		•	·					
TIME	2:19:12 PM		REGION STAT	FED.AID PROJ.NO.					PLAN REF NO
DATE	3/16/2023		10 WAS				<b>\</b>		IN1
PLOTTED BY	pieterh		IU WAS	9999(897)				OR - REGION WIDE CRACK SEALING	
DESIGNED BY	P. CHAO		22C512	3333(031)			Washington State		SHEET
ENTERED BY	P. CHAO		7 226314	•			_		1 1
CHECKED BY	L. CHESLOCK		CONTRACT NO				Department of Transportation		OF_
PROJ. ENGR.	V. HALL			XL6593	DATE	DATE	-	INDEX	117 SHEETS
REGIONAL ADM	. S. ROARK REVISION	DATE	BY		P.E. STAMP BOX	P.E. STAMP BOX		INDEX	SILETS

## PROJECT LICENSED PROFESSIONAL CERTIFICATES

M. Vincent Hall  Apr 13, 2023			
M. Vincent Hall Apr 13, 2023			
AS A LICENSED PROFESSIONAL IN DIRECT RESPONSIBLE CHARGE OF DEVELOPING THIS CONTRACT, I CERTIFY THAT ALL PLANS THAT CONTAIN MY STAMP HAVE BEEN DEVELOPED UNDER MY SUPERVISION.	AS A LICENSED PROFESSIONAL IN DIRECT RESPONSIBLE CHARGE OF DEVELOPING THIS CONTRACT, I CERTIFY THAT ALL PLANS THAT CONTAIN MY STAMP HAVE BEEN DEVELOPED UNDER MY SUPERVISION.	AS A LICENSED PROFESSIONAL IN DIRECT RESPONSIBLE CHARGE OF DEVELOPING THIS CONTRACT, I CERTIFY THAT ALL PLANS THAT CONTAIN MY STAMP HAVE BEEN DEVELOPED UNDER MY SUPERVISION.	AS A LICENSED PROFESSIONAL IN DIRECT RESPONSIBLE CHARGE OF DEVELOPING THIS CONTRACT, I CERTIFY THAT ALL PLANS THAT CONTAIN MY STAMP HAVE BEEN DEVELOPED UNDER MY SUPERVISION.
AS A LICENSED PROFESSIONAL IN DIRECT RESPONSIBLE CHARGE OF DEVELOPING THIS CONTRACT, I CERTIFY THAT ALL PLANS THAT CONTAIN MY STAMP HAVE BEEN DEVELOPED UNDER MY SUPERVISION.	AS A LICENSED PROFESSIONAL IN DIRECT RESPONSIBLE CHARGE OF DEVELOPING THIS CONTRACT, I CERTIFY THAT ALL PLANS THAT CONTAIN MY STAMP HAVE BEEN DEVELOPED UNDER MY SUPERVISION.	AS A LICENSED PROFESSIONAL IN DIRECT RESPONSIBLE CHARGE OF DEVELOPING THIS CONTRACT, I CERTIFY THAT ALL PLANS THAT CONTAIN MY STAMP HAVE BEEN DEVELOPED UNDER MY SUPERVISION.	AS A LICENSED PROFESSIONAL IN DIRECT RESPONSIBLE CHARGE OF DEVELOPING THIS CONTRACT, I CERTIFY THAT ALL PLANS THAT CONTAIN MY STAMP HAVE BEEN DEVELOPED UNDER MY SUPERVISION.
AS A LICENSED PROFESSIONAL IN DIRECT RESPONSIBLE CHARGE OF DEVELOPING THIS CONTRACT, I CERTIFY THAT ALL PLANS THAT CONTAIN MY STAMP HAVE BEEN DEVELOPED UNDER MY SUPERVISION.	AS A LICENSED PROFESSIONAL IN DIRECT RESPONSIBLE CHARGE OF DEVELOPING THIS CONTRACT, I CERTIFY THAT ALL PLANS THAT CONTAIN MY STAMP HAVE BEEN DEVELOPED UNDER MY SUPERVISION.	AS A LICENSED PROFESSIONAL IN DIRECT RESPONSIBLE CHARGE OF DEVELOPING THIS CONTRACT, I CERTIFY THAT ALL PLANS THAT CONTAIN MY STAMP HAVE BEEN DEVELOPED UNDER MY SUPERVISION.	AS A LICENSED PROFESSIONAL IN DIRECT RESPONSIBLE CHARGE OF DEVELOPING THIS CONTRACT, I CERTIFY THAT ALL PLANS THAT CONTAIN MY STAMP HAVE BEEN DEVELOPED UNDER MY SUPERVISION.

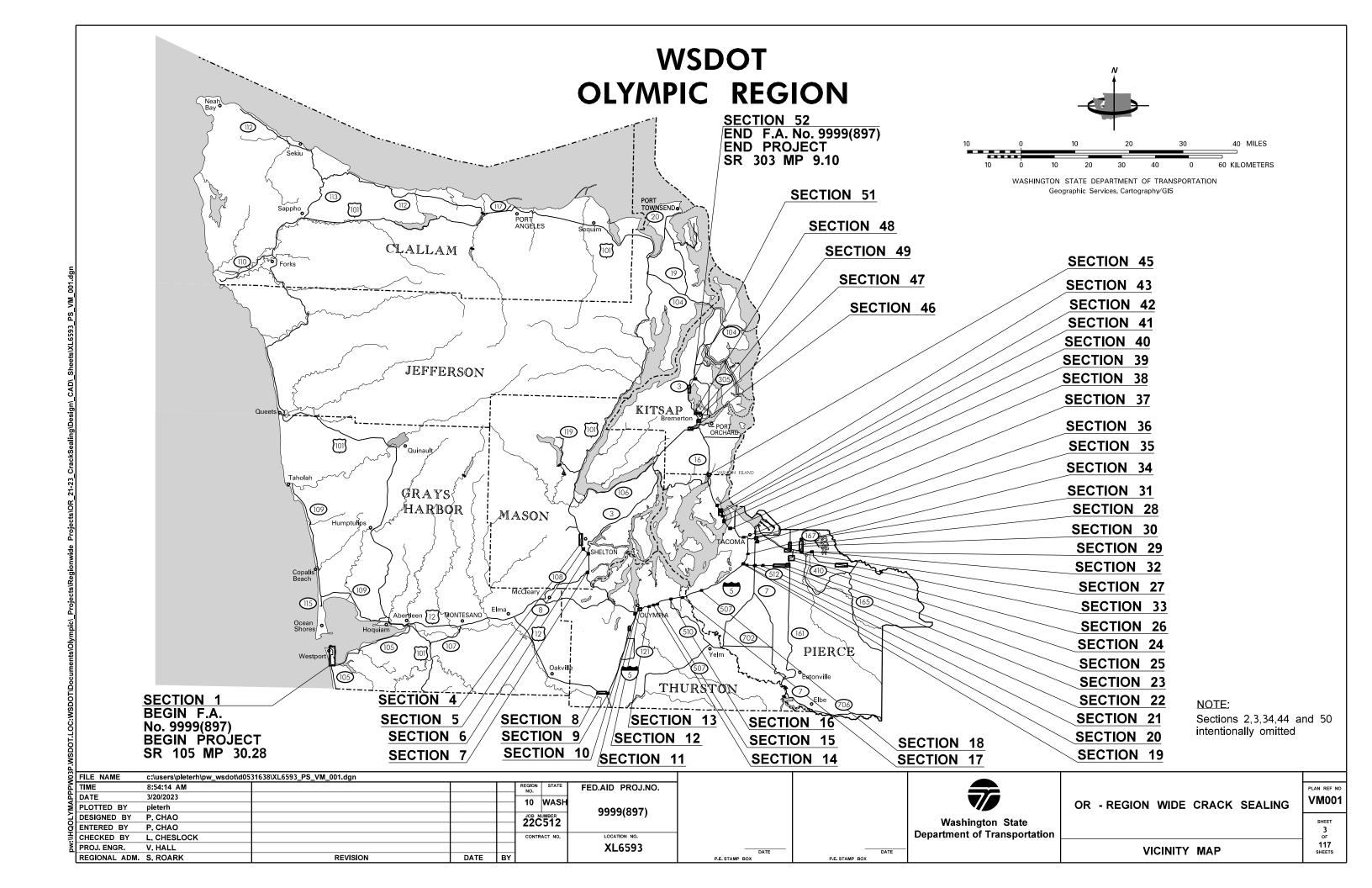
#### NOTES:

THIS PLAN SET WAS DEVELOPED ELECTRONICALLY UNDER THE DIRECT SUPERVISION OF THE LICENSED PROFESSIONALS THAT HAVE AFFIXED THEIR SIGNATURE TO THIS PAGE.

THIS SHEET SERVES AS THE CERTIFICATION BY THE ABOVE LICENSED PROFESSIONALS OF ALL SHEETS IN THIS PLAN SET WHERE THEIR STAMPS AND SIGNATURES APPEAR.

<del>-</del>											
FILE NAME	c:\users\pleterh\pw_wsdot\d	0531638\XL6593_PS_CT_001.dgn									
TIME	4:06:11 PM				REGION STATE	FED.AID PROJ.NO.	1				PLAN REF NO
DATE	4/6/2023				10 WASH	1					CT001
PLOTTED BY	pieterh				T TO WASE	9999(897)				OR - REGION WIDE CRACK SEALING	0.00.
DESIGNED BY	P. CHAO				ЈОВ NUMBER 22C512	] 3333(031)			Washington State		SHEET
ENTERED BY	P. CHAO				7 220312				3		2
CHECKED BY	L. CHESLOCK				CONTRACT NO.	LOCATION NO.			Department of Transportation		OF
PROJ. ENGR.	V. HALL				7	XL6593	DATE	DATE	_	CERTIFICATION SHEET	117 SHEETS
REGIONAL ADM	I. S. ROARK	REVISION	DATE	BY	1		P.E. STAMP BOX	P.E. STAMP BOX		OLIVIII IOATION STILLT	SHEETS

Documents/Olympic\\_Projects\Regionwide Projects\OR\_21-23\_CrackSealing\Design\\_CAD\\_Sheets\XL6593\_PS\_CT\_



## SUMMARY OF QUANTITIES

4/11/2023

		SUB-TOTAL	SUB-TOTAL				GROUP 1	GROUP 2	GROUP 3	GROUP 4	GROUP 5	GROUP 6	GROUP 7	GROUP 7	GROUP 8	GROUP 9	GROUP 10	GROUP 10	GROUP 11	GROUP 11	GROUP 11	GROUP 12
ITEM	TOTAL	* SECTION	** SECTION	STD.																		
NO	TOTAL	I-07.2(1)	I-07.2(2)	ITEM	UNIT	ITEM	SR 105 SPUR	SR 105 SPUR	SR 105 MP 30.28	US 101 MP 346.19	US 101 MP 345.0 TO	US 101 MP 347.7 TO	US 101/ SR 3 IC	US 101/ SR 108 IC	I-5/ GRAND	US 12 MP 44.5 TO	I-5/ TUMWATER	I-5/US 101/ DESCHUTES	I-5/ STATE	I-5/ PACIFIC AVE	I-5/ SLEATER-	I-5/ SLEATER-
	QUANTITY	OF OF	OF OF	NO.			MP 30.28	MP 31.40	ТО	TO MP 346.9		MP 348.2	0.10.0	01110010	MOUND	MP 46.35	IC	PARKWAY	CAPITAL IC	IC	KINNEY IC	KINNEY IC
		STANDARD SPECS	STANDARD SPECS				TO MP 31.40	TO MP 34.34	MP 31.31						IC			IC			OLYMPIA	LACEY
						PREPARATION																
1	LUMP SUM	LUMP SUM	LUMP SUM	0001	L.S.	MOBILIZATION	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.
						1	i <u>i</u>															
		1				GRADING	l [	1		1						1			1			
2	585.05	26.67	558.38	0332	S.Y.	PAVEMENT REPAIR EXCAVATION INCL. HAUL	17.78	17.78	49.33	I						1	53.33		8.89			
		1								1								1				
						HOT MIX ASPHALT	<u>                                   </u>	1		l						1			1			
3	89.73	11.50	78.23		L.M.	CRACK SEALING 1/4 INCH TO 1 INCH IN WIDTH - LM	2.24	5.88	1.64	2.19	3.90	1.00	0.41	0.99	0.52	3.70	0.95	1.36	3.47	0.95	0.93	1.09
4	4163.00	1	4163.00	5702	L.F.	CRACK SEALING GREATER THAN 1 INCH IN WIDTH	I	]		1					50.00		575.00		115.00			
5	95.60	4.50	91.10	5739	TON	HMA FOR PAVEMENT REPAIR CL. 1/2 IN. PG 58H-22	3.00	3.00	8.40							1	9.20		1.50	1		
6	69.00	3.20	65.80	5837	DOL	ASPHALT COST PRICE ADJUSTMENT	2.20	2.20	6.10							1	6.60		1.10	1		
							<u> </u>															<u> </u>
						EROSION CONTROL AND ROADSIDE PLANTING	<u> </u>															<u> </u>
7	10000.00	1282.00	8718.00	6490	DOL	EROSION/WATER POLLUTION CONTROL	250.00	655.00	183.00	245.00	435.00	111.00	46.00	110.00	58.00	412.00	106.00	152.00	387.00	106.00	104.00	121.00
		1						1														<u> </u>
						TRAFFIC		1								<u> </u>						<u> </u>
8	1.00		1.00	6833		PLASTIC TRAFFIC ARROW		1								<u> </u>						<u> </u>
9	85278.00	10923.00	74355.00			FORCE ACCOUNT TEMPORARY PAVEMENT MARKING-LONG DURATION	2,130.00	5,589.00	1,560.00	2,085.00	3,708.00	951.00	390.00	942.00	495.00	3,516.00	903.00	1,293.00	3,297.00	903.00	885.00	1,035.00
10	LUMP SUM	LUMP SUM		6971		PROJECT TEMPORARY TRAFFIC CONTROL	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.
11	25000.00	3190.00	21810.00	7572		WORK ZONE SAFETY CONTINGENCY	620.00	1,640.00	460.00	610.00	1,090.00	280.00	110.00	280.00	140.00	1,030.00	260.00	380.00	970.00	260.00	260.00	300.00
12	70.00	<u> </u>	70.00	1	HR	CONTRACTOR PROVIDED UNIFORMED LAW ENFORCEMENT	<u> </u>	<u> </u>	<u> </u>	<u> </u>						<u> </u>		<u> </u>	<u> </u>	<u> </u>		
<u> </u>				1			<u> </u>	<u> </u>				<u> </u>				<u> </u>				<u> </u>		<u> </u>
<u>          </u>				1		OTHER ITEMS	<u> </u>	<u> </u>				<u> </u>								<u> </u>		<u> </u>
13	50000.00	6390.00	43610.00	7480		ROADSIDE CLEANUP	1,250.00	3,280.00	910.00	1,220.00	2,170.00	560.00	230.00	550.00	290.00	2,060.00	530.00	760.00	1,930.00	530.00	520.00	610.00
14	5.00		5.00	7725		REIMBURSEMENT FOR THIRD PARTY DAMAGE																
15	-69.00	-5.00	-64.00	7728		MINOR CHANGE	-1.00	-1.00	-1.00	-1.00	-1.00	-1.00	-1.00	-1.00	-1.00	-1.00	-1.00	-1.00	-1.00	-1.00	-1.00	-1.00
16	-24.00	-2.00	-22.00	7732		AGGREGATE COMPLIANCE PRICE ADJUSTMENT	-1.00	-1.00	-1.00	<u> </u>						<u> </u>	-1.00	<u> </u>	-1.00	1		
17	LUMP SUM	LUMP SUM	LUMP SUM	7736	L.S.	SPCC PLAN	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.
		<u> </u>					I	<u> </u>								<u> </u>				1		<u> </u>

GROUP LEGEND	GROUP NUMBER  1 2	<b>SR</b> 105 105	CONTROL SECTION 143800 143801	TAX SCHEDULE  **  *	FUND PARTICIPANTS 9999(897) 9999(897)	GROUP NUMBER 9 10	<b>SR</b> 012 005	CONTROL SECTION 340305 340110	TAX SCHEDULE  **  **	FUND PARTICIPANTS 9999(897) 9999(897)
İ	3	105	143100 230105	**	9999(897) 9999(897)	11	005 005	340111 340112	** **	9999(897) 9999(897)
	5 6	101 101	230110 230110 230100	** **	9999(897) 9999(897)	12	003	340112		3333(031)

		REGION STATE	FEDERAL AID PROJECT. NO.		OR DECION MIDE ODACK CEALING	SQ1
		10 WA	9999(897)		OR - REGION WIDE CRACK SEALING	301
		I VVA		Washington Sta	e l	SHEET
		JOB NUMBER		Department of Transp		4
		22C512/2		Department of Transp	Jitation	OF
		CONTRACT NO	1		SUMMARY OF QUANTITIES	117
DATE	REVISION E	Y 000000				SHEETS

4/11/2023

## SUMMARY OF QUANTITIES

		SUB-TOTAL	SUB-TOTAL				GROUP 12	GROUP 12	GROUP 13	GROUP 14	GROUP 15	GROUP 16	GROUP 17	GROUP 17	GROUP 17	GROUP 17	GROUP 18	GROUP 18	GROUP 18	GROUP 18	GROUP 19	GROUP 20
ITEM NO	TOTAL QUANTITY	SECTION I-07.2(1) OF STANDARD SPECS	SECTION I-07.2(2) OF STANDARD SPECS	STD. ITEM NO.	UNIT	ITEM	I-5/ MARTIN WAY IC	I-5/ MARVIN IC	I-5/ NISQUALLY -OLD NIS' IC	I-5/ CENTER DRIVE IC	I-5/ CENTER DRIVE IC OVERPASS	I-5/SR 512-SOUTH TACOMA WAY IC	SR 512/STEELE ST IC	SR 512/ SR 7-PACIFIC AVE IC	SR 512/ MIDLAND- PORTLAND AVE	SR 512 MP 5.7 TO MP 7.85	SR 512 MP 7.85 TO MP 8.74	SR 512 MP 9.7 TO MP 11.1	SR 512/ SR 161-94TH AVE	SR 512/ MERIDIAN ST IC	SR 167 MP 5.0 TO MP 5.22	SR 167 MP 5.22 TO MP 5.26
						PREPARATION			1 1				İ					1			1	
1	LUMP SUM	LUMP SUM	LUMP SUM	0001	L.S.	MOBILIZATION	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.
i									i i				ĺ					ĺ			ĺ	i i
						GRADING															ĺ	
2				0332	S.Y.	PAVEMENT REPAIR EXCAVATION INCL. HAUL	40.00	13.33	22.22			20.00	44.44				22.22				66.67	8.89
																					1	
						HOT MIX ASPHALT															1	
3					L.M.	CRACK SEALING 1/4 INCH TO 1 INCH IN WIDTH - LM	1.11	2.10	0.44	0.87	0.54	0.62	0.88	0.39	0.35	2.15	0.89	2.80	1.20	0.59	0.44	0.08
4				5702	L.F.	CRACK SEALING GREATER THAN 1 INCH IN WIDTH	275.00	500.00	100.00	100.00	100.00		100.00		200.00	50.00	50.00		100.00		150.00	150.00
5				5739	TON	HMA FOR PAVEMENT REPAIR CL. 1/2 IN. PG 58H-22	6.80	2.30	3.80			3.40	7.60				3.80				11.40	1.50
6				5837	DOL	ASPHALT COST PRICE ADJUSTMENT	4.90	1.60	2.70			2.50	5.50				2.70				8.20	1.10
																		]			1	
$\bigsqcup$						EROSION CONTROL AND ROADSIDE PLANTING												]			1	
7				6490	DOL	EROSION/WATER POLLUTION CONTROL	124.00	234.00	49.00	97.00	60.00	69.00	98.00	43.00	39.00	240.00	99.00	312.00	134.00	66.00	49.00	9.00
																					1	
						TRAFFIC															<u> </u>	
8				6833		PLASTIC TRAFFIC ARROW															<u> </u>	
9					DOL	FORCE ACCOUNT TEMPORARY PAVEMENT MARKING-LONG DURATION	1,056.00	1,995.00	417.00	828.00	513.00	588.00	837.00	372.00	333.00	2,043.00	846.00	2,661.00	1,140.00	561.00	417.00	75.00
10	LUMP SUM	LUMP SUM	LUMP SUM	6971	L.S.	PROJECT TEMPORARY TRAFFIC CONTROL	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.
11				7572		WORK ZONE SAFETY CONTINGENCY	310.00	590.00	120.00	240.00	150.00	170.00	250.00	110.00	100.00	600.00	250.00	780.00	330.00	160.00	120.00	20.00
12					HR	CONTRACTOR PROVIDED UNIFORMED LAW ENFORCEMENT							70.00									
						OTHER ITEMS																
13				7480		ROADSIDE CLEANUP	620.00	1,170.00	250.00	480.00	300.00	350.00	490.00	220.00	200.00	1,200.00	500.00	1,560.00	670.00	330.00	250.00	40.00
14		<u> </u>	<u> </u>			REIMBURSEMENT FOR THIRD PARTY DAMAGE			<u> </u>				<u> </u>					<u> </u>			<u> </u>	
15		<u> </u>	<u> </u>			MINOR CHANGE	-1.00	-1.00	-1.00	-1.00	-1.00	-1.00	-1.00	-1.00	-1.00	-1.00	-1.00	-1.00	-1.00	-1.00	-1.00	-1.00
16		<u> </u>				AGGREGATE COMPLIANCE PRICE ADJUSTMENT	-1.00	-1.00	-1.00			-1.00	-1.00				-1.00	<u> </u>			-1.00	-1.00
17		LUMP SUM	•		L.S.		L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.

GROUP	GROUP NUMBER	SR	CONTROL SECTION	TAX SCHEDULE	FUND PARTICIPANTS	GROUP NUMBER	SR	CONTROL SECTION	TAX SCHEDULE	FUND PARTICIPANTS
LEGEND	12	005	340112	**	9999(897)	20	167	270702	**	9999(897)
	13	005	340104	**	9999(897)					
	14	005	270102	**	9999(897)					
	15	005	270130	**	9999(897)					
	16	005	270110	**	9999(897)					
	17	512	273505	**	9999(897)					
	18	512	273511	**	9999(897)					
	19	167	270742	**	9999(897)					

		REGI	ON STA	TATE	FEDERAL AID PROJECT. NO.			SQ2
		10	w	NA	9999(897)		OR - REGION WIDE CRACK SEALING	SQZ
			***			Washington State		SHEET
			B NUMBER			Department of Transportation		5
		2	2C512/2	2				- OF
		CO	NTRACT N	NO			SUMMARY OF QUANTITIES	117
DATE	REVISION	BY	000000	)				SHEETS

4/11/2023

## SUMMARY OF QUANTITIES

		SUB-TOTAL	SUB-TOTAL				GROUP 21	GROUP 22	GROUP 22	GROUP 23	GROUP 24	GROUP 25	GROUP 26	GROUP 26	GROUP 27	GROUP 28	GROUP 28	GROUP 29	GROUP 30	GROUP 31	GROUP 32	GROUP 32
ITEM		SECTION	SECTION	STD.			SR 167	SR 167	SR 167	SR 161	SR 161 MP	SR 410/	SR 167	SR 16/	SR 410/	SR 410	SR 410	I-5/	I-5/	I-5/	SR 16/	SR 16
NO	QUANTITY	I-07.2(1) OF	I-07.2(2) OF	ITEM NO.	UNIT	ITEM	MP 5.26 TO	MP 5.5 TO	MP 7.0 TO		30.44 TO MP	TRAFFIC	MP 7.38 TO	W VALLEY	166TH AVE		MP 18.9 TO	I-705/SR 7	I-705/SR 7	I-705/SR 7	UNION AVE	MP 4.39 TO
	QUANTITI	STANDARD	STANDARD	140.			MP 5.5	MP 6.32	MP 7.38	MP 30.44	31.57	AVE/ LIDEN DR IC	MP 9.1	HWY IC	l ic	MP 18.5	MP 19.2	JUNCTION I-5 MP	JUNCTION SR 7 MP	JUNCTION I-705 MP	IC	MP 7.28
		SPECS	SPECS																			
	Ì	Ì				PREPARATION				İ			İ	İ		İ			ĺ	İ	İ	i i
1	LUMP SUM	LUMP SUM	LUMP SUM	0001	L.S.	MOBILIZATION	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.
<u> </u>	]	]								1				1		1		1	1			
<u> </u>	1	1				GRADING				1				1		1	1	1	1			
2	1	1		0332	S.Y.	PAVEMENT REPAIR EXCAVATION INCL. HAUL						17.78			27.50			52.00			0.89	6.22
L	<u> </u>	<u> </u>								<u> </u>				<u> </u>		<u> </u>			<u> </u>			
L	<u> </u>	<u> </u>				HOT MIX ASPHALT				<u> </u>				<u> </u>		<u> </u>			<u> </u>			
3	<u> </u>	<u> </u>			1	CRACK SEALING 1/4 INCH TO 1 INCH IN WIDTH - LM	0.48	1.72	0.33	1.05	3.24	0.57	1.48	0.13	0.82	2.80	0.60	0.83	0.38	0.60	0.52	5.84
_ 4	L	<u> </u>				CRACK SEALING GREATER THAN 1 INCH IN WIDTH	150.00	150.00		1		100.00		<u> </u>		75.00	75.00	200.00	<u> </u>	400.00		
_ 5	<u> </u>	<u> </u>				HMA FOR PAVEMENT REPAIR CL. 1/2 IN. PG 58H-22				1		3.00		1	0.50	1	<u> </u>	8.90	1		0.20	1.10
6	<u> </u>	<u> </u>		5837	DOL	ASPHALT COST PRICE ADJUSTMENT				1		2.20		1	0.40	1	1	6.40	1		0.10	0.80
L																						
L						EROSION CONTROL AND ROADSIDE PLANTING																
7				6490	DOL	EROSION/WATER POLLUTION CONTROL	53.00	192.00	37.00	117.00	361.00	64.00	165.00	14.00	91.00	312.00	67.00	93.00	42.00	67.00	58.00	651.00
<u> </u>																						
<u> </u>	<u> </u>	<u> </u>				TRAFFIC	<u> </u>	<u> </u>		<u> </u>			<u> </u>	<u> </u>	<u> </u>	<u> </u>		<u> </u>	<u> </u>	<u> </u>	<u> </u>	
8		<u> </u>		6833		PLASTIC TRAFFIC ARROW	<u> </u>	<u> </u>		<u> </u>			<u> </u>	<u> </u>	<u> </u>	<u> </u>		<u> </u>	<u> </u>	1.00	<u> </u>	<u> </u>
9	1	<u> </u>				FORCE ACCOUNT TEMPORARY PAVEMENT MARKING-LONG DURATION	456.00	1,635.00	312.00	996.00	3,075.00	543.00	1,407.00	123.00	780.00	2,661.00	570.00	789.00	360.00	570.00	495.00	5,550.00
10		LUMP SUM	LUMP SUM			PROJECT TEMPORARY TRAFFIC CONTROL	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.
11		<u> </u>		7572		WORK ZONE SAFETY CONTINGENCY	130.00	480.00	90.00	290.00	900.00	160.00	410.00	40.00	230.00	780.00	170.00	230.00	110.00	170.00	140.00	1,630.00
12	<u> </u>	ļ		<u> </u>	HR	CONTRACTOR PROVIDED UNIFORMED LAW ENFORCEMENT		<u> </u>		ļ				ļ		ļ	<u> </u>	<u> </u>	<u> </u>		<u> </u>	<u> </u>
<u> </u>	<u> </u>	<u> </u>		<u> </u>	<u> </u>		ļ	<u> </u>		<u> </u>				<u> </u>		<u> </u>	<u> </u>	<u> </u>	<u> </u>		<u> </u>	<u> </u>
<u>                                    </u>	<u> </u>	<u> </u>		1		OTHER ITEMS											<u> </u>					
13		ļ				ROADSIDE CLEANUP	270.00	960.00	180.00	580.00	1,800.00	320.00	820.00	70.00	460.00	1,560.00	330.00	460.00	210.00	330.00	290.00	3,250.00
14		<u> </u>				REIMBURSEMENT FOR THIRD PARTY DAMAGE		1 100	1.00	1 100	1 100	4.00	1 100	1 100	1.00	1 100	1 100	1 100	1 100	1 100	1 100	1.00
15		1				MINOR CHANGE	-1.00	-1.00	-1.00	-1.00	-1.00	-1.00	-1.00	-1.00	-1.00	-1.00	-1.00	-1.00	-1.00	-1.00	-1.00	-1.00
16		L LUMP OUT	L LUMB OUR			AGGREGATE COMPLIANCE PRICE ADJUSTMENT		1 10	<u> </u>	<u> </u>		-1.00	1 10	<u> </u>	-1.00	<u> </u>	<u> </u>	-1.00	<u> </u>	1 10	-1.00	-1.00
17	LUMP SUM	LUMP SUM	LUMP SUM	7736	L.S.	SPCC PLAN	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.
1	1	1		1	l	1	1	1			1		1			1	1	1	1	1	1	1

GROUP	GROUP NUMBER	SR	CONTROL SECTION	TAX SCHEDULE	FUND PARTICIPANTS	GROUP NUMBER	SR	CONTROL SECTION	TAX SCHEDULE	FUND PARTICIPANTS
LEGEND	21	167	270703	**	9999(897)	29	005	270111	**	9999(897)
	22	167	270705	**	9999(897)	30	007	272310	**	9999(897)
	23	161	273601	*	9999(897)	31	705	275810	**	9999(897)
	24	161	273602	*	9999(897)	32	016	270410	**	9999(897)
	25	410	270810	**	9999(897)					
	26	167	270710	**	9999(897)					
	27	410	270810	**	9999(897)					
	00	440	070004	**	0000(007)					

		REGION	STATE	FEDERAL AID PROJECT. NO.		OD DECION WIDE CDACK CEALING	SQ3
		10	WA	9999(897)		OR - REGION WIDE CRACK SEALING	303
		10	WA		Washington State		SHEET
		JOB NI			Department of Transportation		6
		22C	512/2		Dopartment of Transportation		- OF
		CONTR	ACT NO			SUMMARY OF QUANTITIES	117
DATE	REVISION B	Y 000	000				SHEETS

## SUMMARY OF QUANTITIES

11	1	12	N2	2

		SUB-TOTAL	SUB-TOTAL				GROUP 32	GROUP 34	GROUP 34	GROUP 34	GROUP 34	GROUP 35	GROUP 35	GROUP 35	GROUP 36	GROUP 37	GROUP 38	GROUP 39	GROUP 40	GROUP 40	GROUP 41	GROUP 42
ITEM NO	TOTAL QUANTITY	SECTION I-07.2(1) OF STANDARD SPECS	SECTION I-07.2(2) OF STANDARD SPECS	STD. ITEM NO.	UNIT	ITEM	SR 16/ JACKSON AVE IC	SR 16 MP 8.41 TO MP 8.80	SR 16/ 36TH ST IC	SR 16/ 24TH ST IC	SR 16 MP 9.9 TO MP 10.15	SR 16/ OLYMPIC DR IC	SR16/ WOLLOCHET DR-PIONEER WAY IC	SR 16 MP 10.15 TO MP 11.2	SR 16/ PURDY SPUR IC PIERCE CO	SR 16/ PURDY SPUR IC KITSAP CO	SR 3/ SR 16 GORST SPUR IC	SR 16 GORST SPUR MP 28.74 TO MP 29.13	SR 304 MP 0.0 TO MP 0.75	SR 3/ SR 304 IC	SR 304 MP 0.75 TO MP 1.03	SR 3 MP 38.0 TO MP 38.5
						PREPARATION							İ									
1	LUMP SUM	LUMP SUM	LUMP SUM	0001	L.S.	MOBILIZATION	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.
						1	<u> </u>															
		1				GRADING	<u> </u>									1						
2				0332	S.Y.	PAVEMENT REPAIR EXCAVATION INCL. HAUL	[	8.89			20.00	2.22	28.67		9.33						17.78	<u> </u>
		<u> </u>	<u> </u>				I					<u> </u>							<u> </u>			
		<u> </u>	]			HOT MIX ASPHALT	[					1							1			
3						CRACK SEALING 1/4 INCH TO 1 INCH IN WIDTH - LM	1.23	1.17	0.30	0.42	2.60	0.81	0.74	2.10	0.55	0.61	0.10	0.97	2.54	0.20	0.56	0.50
4		<u> </u>	1	5702		CRACK SEALING GREATER THAN 1 INCH IN WIDTH	25.00	350.00							23.00	<u> </u>						
5		Ļ		5739		HMA FOR PAVEMENT REPAIR CL. 1/2 IN. PG 58H-22	<u> </u>	1.50			3.40	0.40	4.80		1.60	ļ.		ļ	<u> </u>	ļ	3.00	
6		ļ	<u> </u>	5837	DOL	ASPHALT COST PRICE ADJUSTMENT	<u> </u>	1.10			2.50	0.30	3.50		1.10	ļ.		ļ	<u> </u>	ļ	2.20	
		Ļ	<u> </u>				<u> </u>	1				<u> </u>	<u> </u>			<u> </u>		1	<u> </u>	1		<u>.                                    </u>
<u> </u>		ļ	<u> </u>			EROSION CONTROL AND ROADSIDE PLANTING																
7		1	1	6490	DOL	EROSION/WATER POLLUTION CONTROL	137.00	130.00	33.00	47.00	290.00	90.00	82.00	234.00	61.00	68.00	11.00	108.00	283.00	22.00	62.00	56.00
		<u> </u> 	<u> </u> 	<u> </u>		TRAFFIC		<u> </u>	1	<u> </u> 	<u> </u> 	<u> </u> 	<u> </u>	<u> </u> 		<u> </u> 	1	<u> </u>	<u> </u> 	<u> </u>	1	
8		<u> </u>	<u> </u> 	6833	FACH	PLASTIC TRAFFIC ARROW	<u> </u>	<u> </u> 	<u> </u> 	<u> </u> 	<u> </u> 	<u> </u> 	<u> </u> 	<u> </u> 		<u>l</u>	<u> </u> 	<u> </u> 	<u> </u> 	<u> </u> 	<u> </u>	
9		l I	i I	0000		FORCE ACCOUNT TEMPORARY PAVEMENT MARKING-LONG DURATION	1,170.00	1,113.00	285.00	399.00	2,472.00	T 771.00	702.00	1,995.00	522.00	579.00	96.00	921.00	2,415.00	189.00	531.00	474.00
10	LUMP SUM	LUMP SUM	LUMP SUM	6971		PROJECT TEMPORARY TRAFFIC CONTROL	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.
11		i				WORK ZONE SAFETY CONTINGENCY	340.00	330.00	80.00	120.00	720.00	230.00	210.00	590.00	150.00	170.00	30.00	270.00	710.00	60.00	160.00	140.00
12		İ	ĺ		HR	CONTRACTOR PROVIDED UNIFORMED LAW ENFORCEMENT	i	i	İ			i	İ			İ	İ		i		İ	
i		İ	İ				ĺ	İ	İ	ĺ	ĺ	İ	İ	ĺ		İ	İ	Î	İ	Î	İ	ı i
		İ	ĺ			OTHER ITEMS	ĺ					ĺ	Ì			İ		ĺ	ĺ	ĺ		
13		İ	ĺ	7480	DOL	ROADSIDE CLEANUP	690.00	650.00	170.00	230.00	1,450.00	450.00	410.00	1,170.00	310.00	340.00	60.00	540.00	1,420.00	110.00	310.00	280.00
14			1	7725	DOL	REIMBURSEMENT FOR THIRD PARTY DAMAGE																
15	•			7728	DOL	MINOR CHANGE	-1.00	-1.00	-1.00	-1.00	-1.00	-1.00	-1.00	-1.00	-1.00	-1.00	-1.00	-1.00	-1.00	-1.00	-1.00	-1.00
16	<u> </u>			7732	DOL	AGGREGATE COMPLIANCE PRICE ADJUSTMENT		-1.00				-1.00	-1.00		-1.00						-1.00	
17	LUMP SUM	LUMP SUM	LUMP SUM	7736	L.S.	SPCC PLAN	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.
																<u> </u>						<u> </u>

GROUP LEGEND	GROUP NUMBER 32 34 35 36 37 38 39 40	SR 016 016 016 016 016 003 016 304	270410 270410 270605 270610 270605 180600 180101 181605 180305	TAX SCHEDULE ** ** ** ** ** ** ** ** **	FUND PARTICIPANTS 9999(897) 9999(897) 9999(897) 9999(897) 9999(897) 9999(897) 9999(897) 9999(897)			GROUP NUMBER 41 42	<b>SR</b> 304 003	CONTROL SECTION 180310 180111	TAX SCHEDULE ** **	FUND PARTICIPANTS 9999(897) 9999(897)
-----------------	--------------------------------------	--	--	---	---	--	--	--------------------	-------------------------	-------------------------------------	--------------------	---

		RE	EGION	STATE	FEDERAL AID PROJECT. NO.			SQ4
			10	WA	9999(897)		OR - REGION WIDE CRACK SEALING	304
			10	***		Washington State		SHEET
			JOB NUI			Department of Transportation		7
			22C5	12/2		Boparanoni or Transportation		OF
			CONTRA				SUMMARY OF QUANTITIES	117
DATE	REVISION	BY	0000	000				SHEETS

## DOT\_RGG900 4/11/2023

## SUMMARY OF QUANTITIES

		SUB-TOTAL	SUB-TOTAL				GROUP 43	GROUP 44	GROUP 45	GROUP 46	GROUP 47	GROUP 48										
ITEM	TOTAL	SECTION	SECTION	STD.															+			
NO		I-07.2(1)	I-07.2(2)	ITEM	UNIT	ITEM	SR 310 MP 0.5 TO	SR 3 MP 42.6 TO	SR 303 MP 8.49 TO	ST	SR 7/S 38TH ST	THIRD										
	QUANTITY	OF STANDARD	OF STANDARD	NO.			MP 1.0	MP 44.1	MP 9.1	JUNCTION	JUNCTION	PARTY										
		SPECS	SPECS							MP 57.22 TO MP 57.78	MP 57.78 TO MP 58.18	DAMAGE										
						PREPARATION		Ì	<u> </u>							<u> </u>		1	1			
1	LUMP SUM	LUMP SUM	LUMP SUM	0001	L.S.	MOBILIZATION	L.S.	L.S.	L.S.	L.S.	L.S.						İ				i i	
																	1					
						GRADING	Ĺ							1	1			1				
2				0332	S.Y.	PAVEMENT REPAIR EXCAVATION INCL. HAUL	<u> </u>			1	8.89							1				
																		1				
						HOT MIX ASPHALT																
3					L.M.	CRACK SEALING 1/4 INCH TO 1 INCH IN WIDTH - LM	1.00	1.50	2.44	0.60	0.73				1			1				
4						CRACK SEALING GREATER THAN 1 INCH IN WIDTH									1			1				
5						HMA FOR PAVEMENT REPAIR CL. 1/2 IN. PG 58H-22					1.50							1			,	
6				5837	DOL	ASPHALT COST PRICE ADJUSTMENT					1.00										,	
							<u> </u>			<u> </u>				<u> </u>	<u> </u>							
						EROSION CONTROL AND ROADSIDE PLANTING									<u> </u>			<u> </u>				
7				6490	DOL	EROSION/WATER POLLUTION CONTROL	111.00	167.00	272.00	67.00	82.00			<u> </u>	<u> </u>			<u> </u>				
							<u> </u>	<u> </u>		<u> </u>				<u> </u>	<u> </u>		ļ	ļ				
		<u> </u>	<u>                                     </u>			TRAFFIC		<u> </u>	<u> </u>	<u> </u>	<u>                                     </u>			<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>		.———	
8		<u> </u>	<u>                                     </u>			PLASTIC TRAFFIC ARROW		<u> </u>	<u> </u>					<u> </u>	<u> </u>	<u> </u>		<u> </u>	<u> </u>			
9		1	<u> </u>			FORCE ACCOUNT TEMPORARY PAVEMENT MARKING-LONG DURATION	951.00	1,425.00	<u> </u>	570.00	693.00			<u> </u>	<u> </u>	<u> </u>	<u> </u>	1	<u> </u>			
10	LUMP SUM	LUMP SUM				PROJECT TEMPORARY TRAFFIC CONTROL	L.S.	L.S.	L.S.	L.S.	L.S.			1	1	1	<u> </u>	1				
11		1	<u>                                     </u>	/5/2		WORK ZONE SAFETY CONTINGENCY	280.00	420.00	680.00	170.00	190.00			<u> </u>	<u> </u>	1	<u> </u>	1	<u> </u>			
12		1	<u>                                     </u>		нк	CONTRACTOR PROVIDED UNIFORMED LAW ENFORCEMENT	<u> </u>	1	1	1	<u>                                     </u>		 	<u> </u>	1	1	1	1				
<u> </u>		1	<u>                                     </u>			OTHER ITEMS		1	1	1	<u>                                     </u>		 	1	1	<u> </u>	<u> </u>	1	1			
12		1	<u>                                     </u>	7400	DOL	ROADSIDE CLEANUP	560.00	840.00	1,360.00	330.00	400.00		<u> </u>	1	1	1	<u> </u>	+	1			
13		<u> </u> 				REIMBURSEMENT FOR THIRD PARTY DAMAGE	00.00	1 040.00	1,300.00	1 330.00	400.00	5.00	] 	<u> </u> 	<u> </u> 	<u> </u>	<u> </u> 	1	1	1		<u> </u>
15		<u> </u> 				MINOR CHANGE	-1.00	-1.00	l -1.00	l -1.00	-1.00	3.00	l I	<del> </del>	<u> </u> 	<u> </u>	<u> </u>	<del> </del>	1	<u> </u> 		
16		<u> </u>				AGGREGATE COMPLIANCE PRICE ADJUSTMENT	-1.00	-1.00	I -1.00	1 -1.00	-1.00		l 	1	1	<u> </u>	<u> </u>	1	<u> </u>	<u>I</u>	<del></del>	
17	LUMP SUM	I LUMP SUM	LUMP SUM				L.S.	L.S.	L.S.	L.S.	L.S.		l 	<u> </u> 	<u> </u> 		<u> </u> 	<u> </u> 	<u> </u>			
1	LOIVIF GOIVI	I LOWI COW	LOWI COM	, , 50   	L.O.			I L.O.	I L.O.	L.O.	L.O.		l 	<u> </u> 	<u> </u> 		<u> </u> 	<u> </u> 	1	<u> </u>	<del></del>	
		1	<u> </u>				L	<u> </u>	1	<u> </u>	<u> </u>		ı	1	1	<u> </u>	1	1	1	ı		

 GROUP
 GROUP NUMBER
 SR
 CONTROL SECTION
 TAX SCHEDULE
 FUND PARTICIPANTS

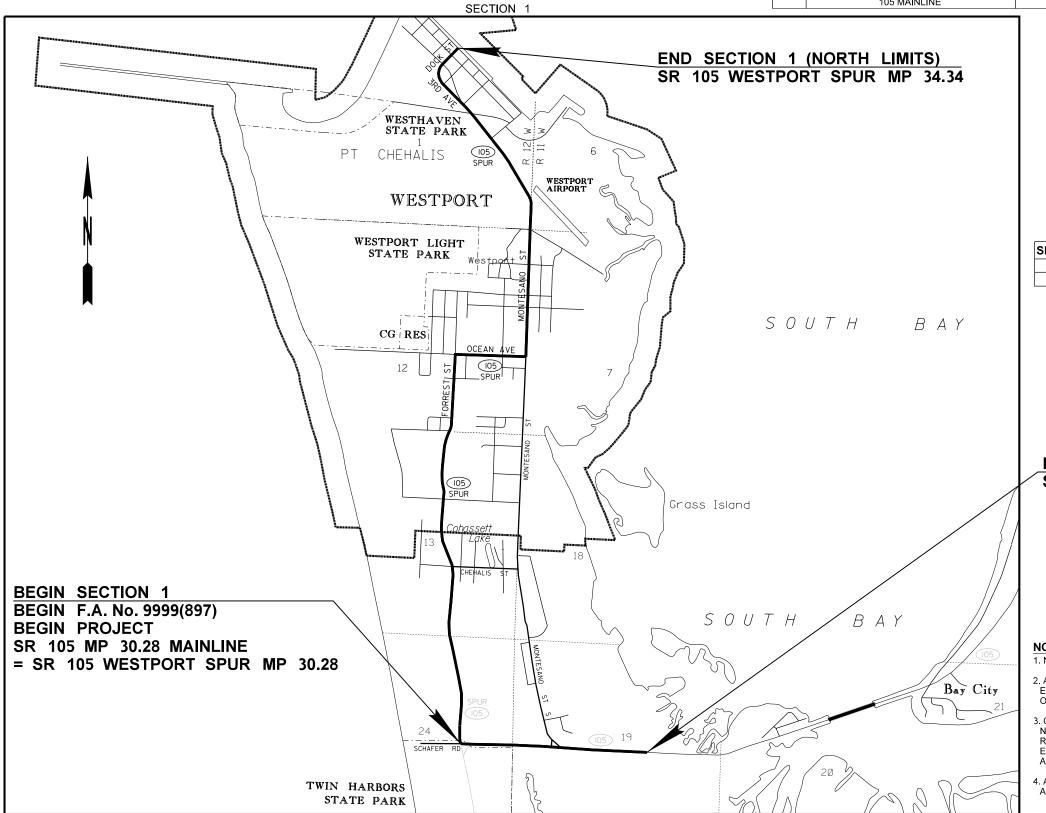
 LEGEND
 43
 310
 181101
 \*\*\*
 9999(897)

		REGIO	ON STATE FEDERAL AID PROJECT. NO.		OD DECION MIDE ODACK CEALING	SQ5
			9999(897)		OR - REGION WIDE CRACK SEALING	303
				Washington State		SHEET
			B NUMBER	Department of Transportation		8
		22	2C512/2	2 0 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		- OF
		CON	NTRACT NO		SUMMARY OF QUANTITIES	117
DATE	REVISION	BY 0	000000			SHEETS

## T.16N. R.11W. W.M.

GRAYS HARBOR COUNTY

	SR	SR MAINLINE AND RAMPS	MP TO MP	DIRECTION	LANES	1	2
Γ.	105	SR 105 WESTPORT SPUR NORTH LIMITS	30.28 TO 34.34	вотн	ALL	8.12 LM	
	105	105 MAINLINE	30.28 TO 31.10	BOTH	ALL	1.64 LM	



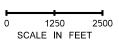
#### LEGEND:

- (1) CRACK SEALING 1/4 INCH TO 1 INCH IN WIDTH
- 2 CRACK SEALING GREATER THAN 1 INCH IN WIDTH
- 3 PAVEMENT REPAIR EXCAVATION INCL. HAUL
- 4 HMA FOR PAVEMENT REPAIR CL 1/2 IN. PG 58H-22

SECTION	SR	SR MAINLINE AND RAMPS	3	4
1	105	WESTPORT SPUR	35.56 S.Y.	6.00 TON
2	105	105 MAINLINE	49.33 S.Y.	8.40 TON

\*PAVEMENT REPAIR EXCAVATION SHALL BE 0.25 FT. DEEP

END SECTION 1 (EAST LIMITS)
SR 105 MP 31.10 MAINLINE



#### NOTE:

- 1. NO BRIDGES ARE INCLUDED IN THIS SECTION.
- 2. AUXILIARY RIGHT AND LEFT TURN LANES AT INTERSECTIONS ARE EXCLUDED FROM CRACK SEALING ALL RAMP LANES REGARDLESS OF DIRECTION ARE INCLUDED UNLESS OTHERWISE NOTED.
- 3. CRACK SEAL LIMITS ARE FOR STRIPED LANES ONLY, NO SHOULDERS INCLUDED. MAINLINE LANES ARE 12 FEET WIDE AND RAMP LANES VARY FROM 14-16 FEET WIDE UNLESS OTHERWISE NOTED. EXACT BEGINNING AND ENDING LIMITS MAY BE MODIFIED AT THE TIME OF CONSTRUCTION BY THE ENGINEER.
- 4. ALL PAVEMENT REPAIR LIMITS AND LOCATIONS WILL BE DEFINED AT THE TIME OF CONSTRUCTION BY THE ENGINEER.

FILE NAME	c:\users\pleterh\pw_wsdot\d05	31638\XL6593_PS_SM_001.dgn	•	·	•		CENT				
TIME	11:01:03 AM				REGION STATE	FED.AID PROJ.NO.	OF WASH				PLAN REF NO
DATE	4/6/2023				10 WASH		h in a				SM001
PLOTTED BY	pieterh				IU WASH	9999(897)	1/11(1/22 1/200)			OR - REGION WIDE CRACK SEALING	
DESIGNED BY	P. CHAO				ов NUMBER 22С512	3333(031)	Mary Harry		Washington State		SHEET
ENTERED BY	E. GWERENGWE				220312		CE REGISTERED ST		3		9
EHECKED BY	A. BYRD				CONTRACT NO.	LOCATION NO.	SONAL EN		Department of Transportation		_ OF
PROJ. ENGR.	V. HALL					XL6593	SEE SHEET CT001	DATE	-	SECTION MAPS	117 SHEETS
REGIONAL ADM	I. S. ROARK	REVISION	DATE	ВΥ			P.E. STAMP BOX	P.E. STAMP BOX		OLUTION WIATU	J SILEE IS



OLD OLYMPIC-

13

1000

SCALE IN FEET

2000

SHELTON

MASON COUNTY

UN	ΤY	

SECTION	SR	SR MAINLINE AND RAMPS	MP TO MP	DIRECTION	LANES	(1)	(2)
		NB OFF RAMP 101 R1 34711	0.00 TO 0.32			0.32 LM	
4	101	101 MAINLINE TRUCK CLIMBING LANE	345.00 TO 346.90	вотн	ALL	5.43 LM	
		NB ON RAMP 101 S1 34647	0.00 TO 0.33			0.33 LM	

BEGIN SECTION 4
US 101 MP 345.00 MAINLINE

SECTION 4

II SANDERSON FIELD

LEGEND:

- (1) CRACK SEALING 1/4 INCH TO 1 INCH IN WIDTH
- 2 CRACK SEALING GREATER THAN 1 INCH IN WIDTH

NB ON RAMP S1
(INCLUDED IN PROJECT)

NB OFF RAMP R1 (INCLUDED IN PROJECT)

END SECTION 4
US 101 MP 346.90 MAINLINE

#### NOTE:

DATE

1. NO BRIDGES ARE INCLUDED IN THIS SECTION.

- 2. AUXILIARY RIGHT AND LEFT TURN LANES AT INTERSECTIONS ARE EXCLUDED FROM CRACK SEALING. ALL RAMP LANES REGARDLESS OF DIRECTION ARE INCLUDED UNLESS OTHERWISE NOTED.
- 3. CRACK SEAL LIMITS ARE FOR STRIPED LANES ONLY, NO SHOULDERS INCLUDED. MAINLINE LANES ARE 12 FEET WIDE AND RAMP LANES VARY FROM 14-16 FEET WIDE UNLESS OTHERWISE NOTED. EXACT BEGINNING AND ENDING LIMITS MAY BE MODIFIED AT THE TIME OF CONSTRUCTION BY THE ENGINEER.
- 4. CRACK SEALING OF OFF RAMPS SHALL END AT THE STOP BARS OF CROSSROAD EDGE LINE UNLESS THE CROSSROAD IS BEING CRACK SEALED AS PART OF THE PROJECT.

3	FILE NAME	c:\users\pleterh\pw_wsdot\d05	31638\XL6593_PS_SM_004.dgn					
_	TIME	11:03:55 AM				REGION S	STATE	FED.AID PROJ.NO.
Ļ	DATE	4/6/2023					VASH	
È	PLOTTED BY	pieterh				ייין ויין	идоп	9999(897)
į	DESIGNED BY	P. CHAO				22C5	BER	3333(031)
ž	ENTERED BY	E. GWERENGWE				2203	12	
١	CHECKED BY	A. BYRD				CONTRACT	T NO.	LOCATION NO.
Š	PROJ. ENGR.	V. HALL						XL6593
	REGIONAL ADM.	S. ROARK	REVISION	DATE	BY			

23



ALDER

AVE

EUCLID

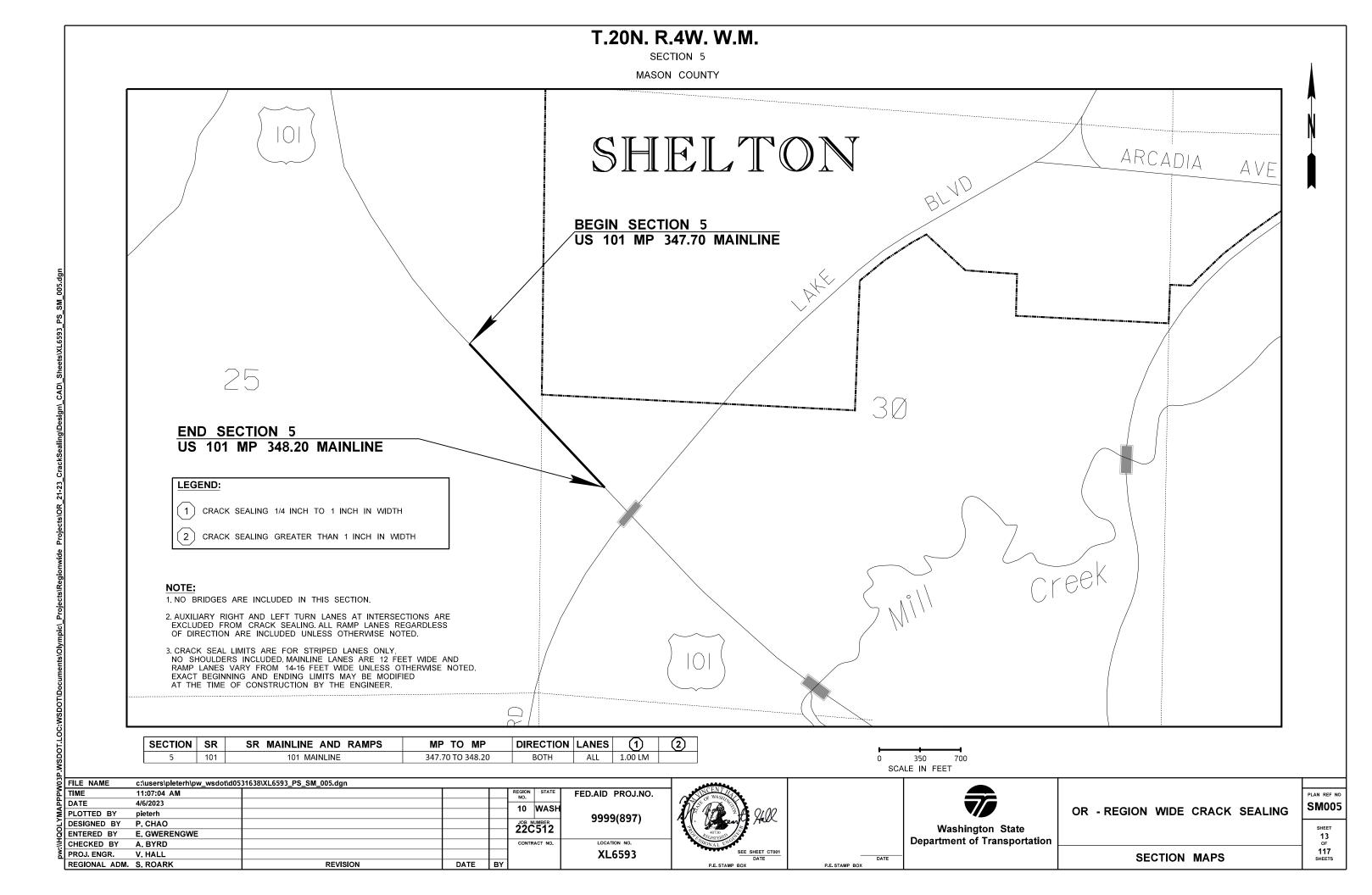


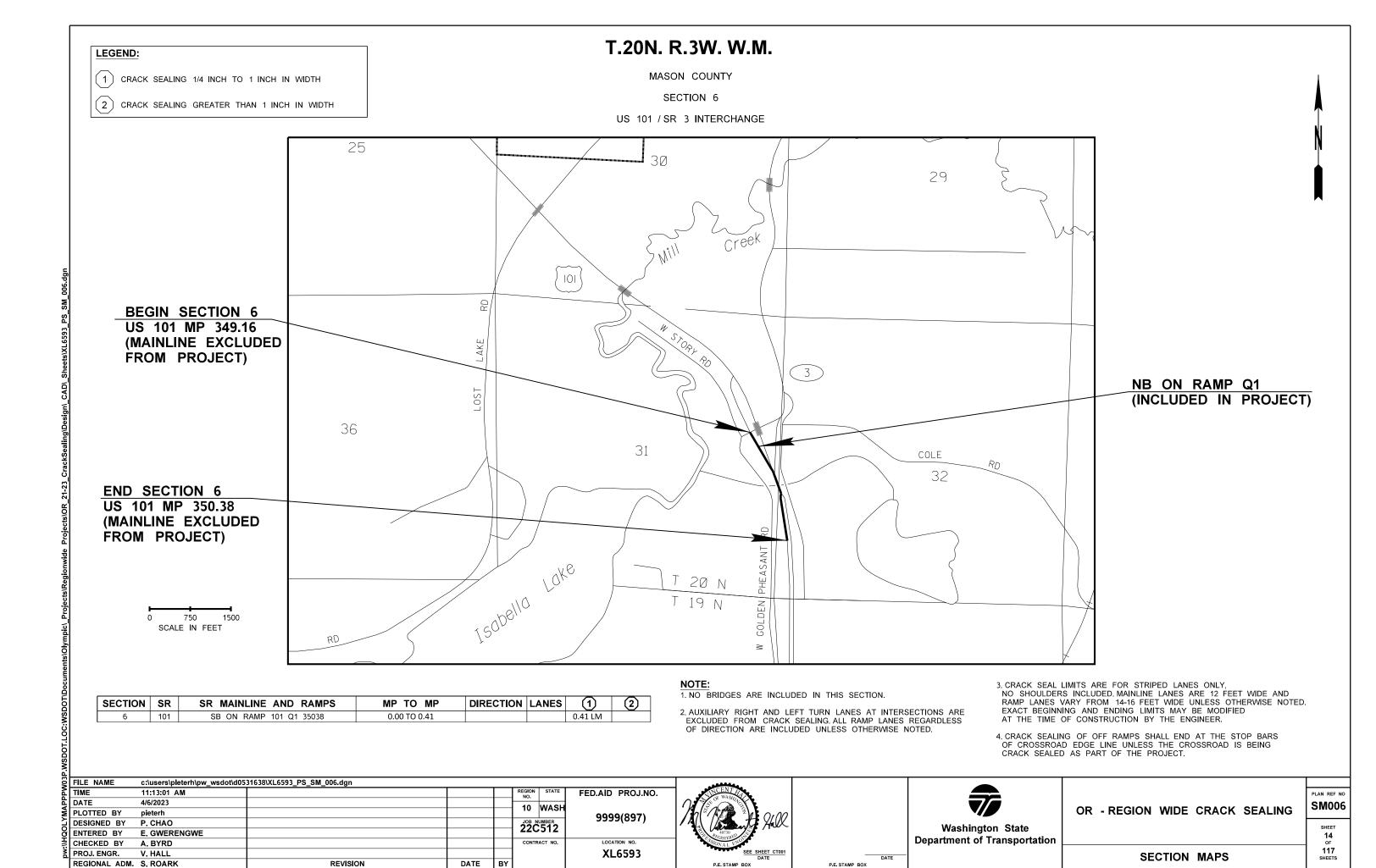
OR - REGION WIDE CRACK SEALING SM004

SECTION MAPS

12 0F

117 SHEETS



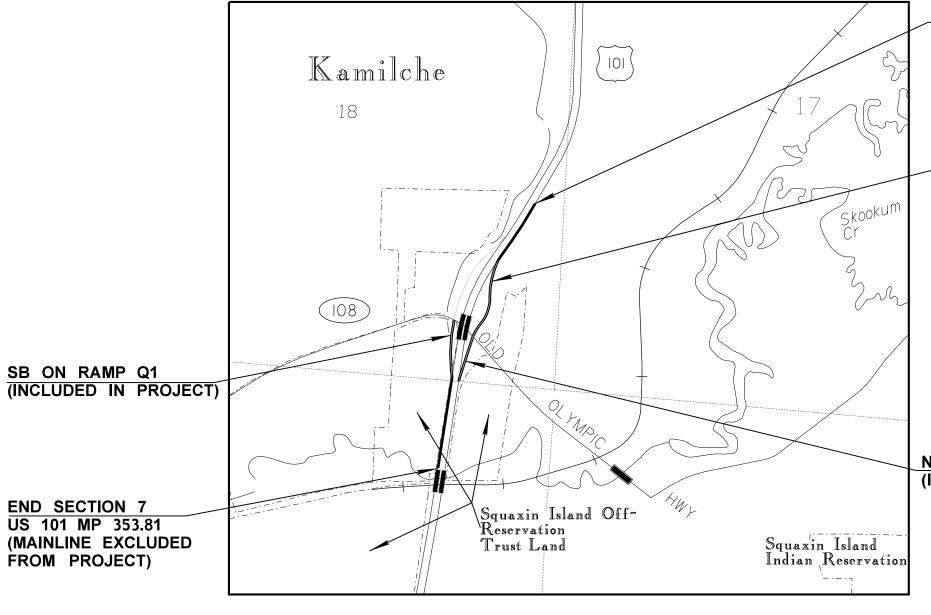


## T.19N. R.3W. W.M.

MASON COUNTY

SECTION 7

US 101 / SR 108 INTERCHANGE



BEGIN SECTION 7
US 101 MP 353.05
(MAINLINE EXCLUDED FROM PROJECT)

NB ON RAMP S1 (INCLUDED IN PROJECT)

#### NOTE

1. NO BRIDGES ARE INCLUDED IN THIS SECTION.

- 2. AUXILIARY RIGHT AND LEFT TURN LANES AT INTERSECTIONS ARE EXCLUDED FROM CRACK SEALING. ALL RAMP LANES REGARDLESS OF DIRECTION ARE INCLUDED UNLESS OTHERWISE NOTED.
- 3. CRACK SEAL LIMITS ARE FOR STRIPED LANES ONLY,
  NO SHOULDERS INCLUDED. MAINLINE LANES ARE 12 FEET WIDE AND
  RAMP LANES VARY FROM 14-16 FEET WIDE UNLESS OTHERWISE NOTED.
  EXACT BEGINNING AND ENDING LIMITS MAY BE MODIFIED
  AT THE TIME OF CONSTRUCTION BY THE ENGINEER.
- 4. CRACK SEALING OF OFF RAMPS SHALL END AT THE STOP BARS OF CROSSROAD EDGE LINE UNLESS THE CROSSROAD IS BEING CRACK SEALED AS PART OF THE PROJECT.

NB OFF RAMP R1
(INCLUDED IN PROJECT)

500 1000 SCALE IN FEET

#### LEGEND:

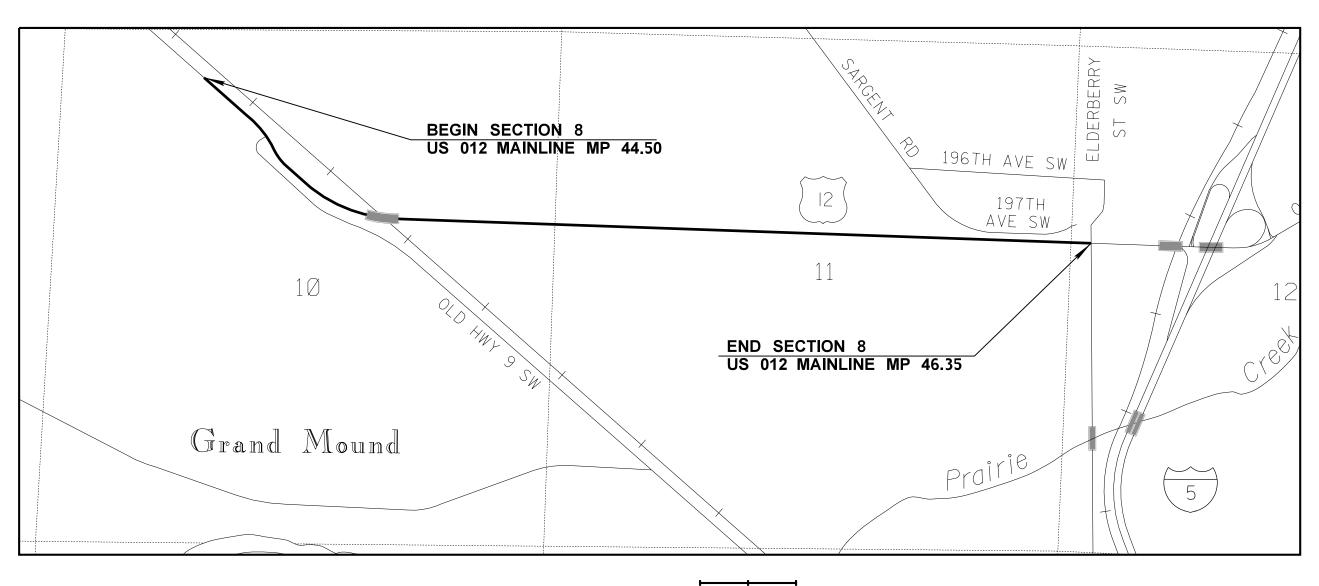
- (1) CRACK SEALING 1/4 INCH TO 1 INCH IN WIDTH
- (2) CRACK SEALING GREATER THAN 1 INCH IN WIDTH

SECTION	SR	SR MAINLINE AND RAMPS	MP TO MP	DIRECTION	LANES	1	2
		NB OFF RAMP 101 R1 35375	0.00 TO 0.19			0.19 LM	
7	101	NB ON RAMP 101 S1 35305	0.00 TO 0.51			0.51 LM	
		SB ON RAMP 101 Q1 35381	0.00 TO 0.29			0.29 LM	

FILE NAME	c:\users\pleterh\pw_wsdot\d0531638\XL6593_PS_SM_007.dgn									
Ž TIME	11:16:15 AM			REGION STATE	FED.AID PROJ.NO.	WAS WAS				PLAN REF NO
DATE	4/6/2023			10 WASH						SM007
≥ PLOTTED BY	pieterh				9999(897)	1/10/1/1/1/1/1/1/1/1/1/1/1/1/1/1/1/1/1/			OR - REGION WIDE CRACK SEALING	
DESIGNED BY	H. PIETERSON			22C512	3333(037)	1 31 Vanne Hall		Washington State		SHEET
ENTERED BY	H. PIETERSON			220312		40730 Ab Carron 80				15
E CHECKED BY	G. MAKHLOUF			CONTRACT NO.	LOCATION NO.	SSIONAL ENGLY		Department of Transportation		OF_
PROJ. ENGR.	V. HALL				XL6593	SEE SHEET CT001	DATE		SECTION MAPS	117 SHEETS
REGIONAL ADM	S ROARK REVISION	DATE	RY			DE STAMP POY	DE STAMP POY		OLOTION MAIO	3112213

## T.15N. R.3W. W.M.

THURSTON COUNTY
SECTION 8



#### NOTE:

1. NO BRIDGES ARE INCLUDED IN THIS SECTION.

2. AUXILIARY RIGHT AND LEFT TURN LANES AT INTERSECTIONS ARE EXCLUDED FROM CRACK SEALING. ALL RAMP LANES REGARDLESS OF DIRECTION ARE INCLUDED UNLESS OTHERWISE NOTED.

3. CRACK SEAL LIMITS ARE FOR STRIPED LANES ONLY, NO SHOULDERS INCLUDED. MAINLINE LANES ARE 12 FEET WIDE AND RAMP LANES VARY FROM 14-16 FEET WIDE UNLESS OTHERWISE NOTED. EXACT BEGINNING AND ENDING LIMITS MAY BE MODIFIED AT THE TIME OF CONSTRUCTION BY THE ENGINEER.

(	0	500	100
		SCALE IN	FEET

SECTION	SR	SR MAINLINE AND RAMPS	MP TO MP	DIRECTION	LANES	1	2
8	012	012 MAINLINE	44.50 TO 46.35	вотн	ALL	3.70 LM	

#### LEGEND:

- (1) CRACK SEALING 1/4 INCH TO 1 INCH IN WIDTH
- 2 CRACK SEALING GREATER THAN 1 INCH IN WIDTH

FILE NAME	c:\users\pleterh\pw_wsdot\d05	31638\XL6593_PS_SM_008.dgn									
₹ TIME	11:18:53 AM			REGION STATE	FED.AID PROJ.NO.	A WCENT				PLAN REF NO	, ]
DATE	4/6/2023			10 WASH						SM008	ŧ١
PLOTTED BY	pieterh			T 10 WASH	9999(897)	1/10/1/2 3/1 2/02			OR - REGION WIDE CRACK SEALING		
DESIGNED BY	P. CHAO			22C512	9999(091)	1 31 / Harry Hall		Washington State		SHEET	٦
ENTERED BY	E. GWERENGWE			220312		40730 ADCTION BY		J		16	
E CHECKED BY	A. BYRD			CONTRACT NO.	LOCATION NO.	SSONAL ENGLY		Department of Transportation		OF	
PROJ. ENGR.	V. HALL				XL6593	SEE SHEET CT001 DATE	DATE		SECTION MAPS	117 SHEETS	-1
REGIONAL ADM	I. S. ROARK	REVISION	DATE	BY		P.E. STAMP BOX	P.E. STAMP BOX		SECTION MAIS	SHEETS	

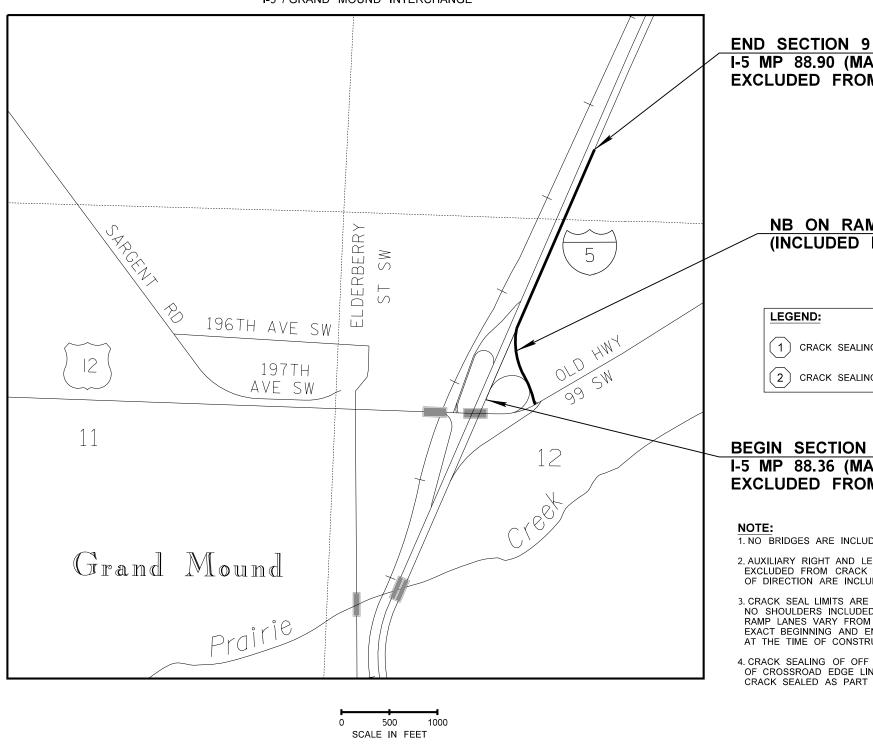
## T.15N. R.3W. W.M.

1 2 SECTION SR SR MAINLINE AND RAMPS MP TO MP DIRECTION LANES 005 NB ON RAMP 005 Q1 08890 0.00 TO 0.52 9 0.52 LM 50 FT

THURSTON COUNTY

SECTION 9

I-5 / GRAND MOUND INTERCHANGE



I-5 MP 88.90 (MAINLINE **EXCLUDED FROM PROJECT)** 

> NB ON RAMP Q1 (INCLUDED IN PROJECT)

#### LEGEND:

- (1) CRACK SEALING 1/4 INCH TO 1 INCH IN WIDTH
- (2) CRACK SEALING GREATER THAN 1 INCH IN WIDTH

**BEGIN SECTION 9** I-5 MP 88.36 (MAINLINE **EXCLUDED FROM PROJECT)** 

1. NO BRIDGES ARE INCLUDED IN THIS SECTION.

- 2. AUXILIARY RIGHT AND LEFT TURN LANES AT INTERSECTIONS ARE EXCLUDED FROM CRACK SEALING ALL RAMP LANES REGARDLESS OF DIRECTION ARE INCLUDED UNLESS OTHERWISE NOTED.
- 3. CRACK SEAL LIMITS ARE FOR STRIPED LANES ONLY, NO SHOULDERS INCLUDED. MAINLINE LANES ARE 12 FEET WIDE AND RAMP LANES VARY FROM 14-16 FEET WIDE UNLESS OTHERWISE NOTED. EXACT BEGINNING AND ENDING LIMITS MAY BE MODIFIED AT THE TIME OF CONSTRUCTION BY THE ENGINEER.
- 4. CRACK SEALING OF OFF RAMPS SHALL END AT THE STOP BARS OF CROSSROAD EDGE LINE UNLESS THE CROSSROAD IS BEING CRACK SEALED AS PART OF THE PROJECT.

;	FILE NAME	c:\users\pleterh\pw_wsdot\d05	31638\XL6593_PS_SM_009.dgn					
•	TIME	11:28:57 AM				REGION NO.	STATE	FED.AID PROJ.NO.
	DATE	4/6/2023					WASH	
	PLOTTED BY	pieterh				יי ן	WASH	9999(897)
i	DESIGNED BY	P. CHAO				JOB N	512	9999(091)
,	ENTERED BY	E. GWERENGWE				220	,312	
	CHECKED BY	A. BYRD				CONTR	RACT NO.	LOCATION NO.
:	PROJ. ENGR.	V. HALL						XL6593
	REGIONAL ADM.	S. ROARK	REVISION	DATE	BY	1		





7
Washington State
Department of Transportation

OR - REGION WIDE CRACK SEALING

SM009 17

SECTION MAPS

117 SHEETS

## T.17N. R.2W. W.M.

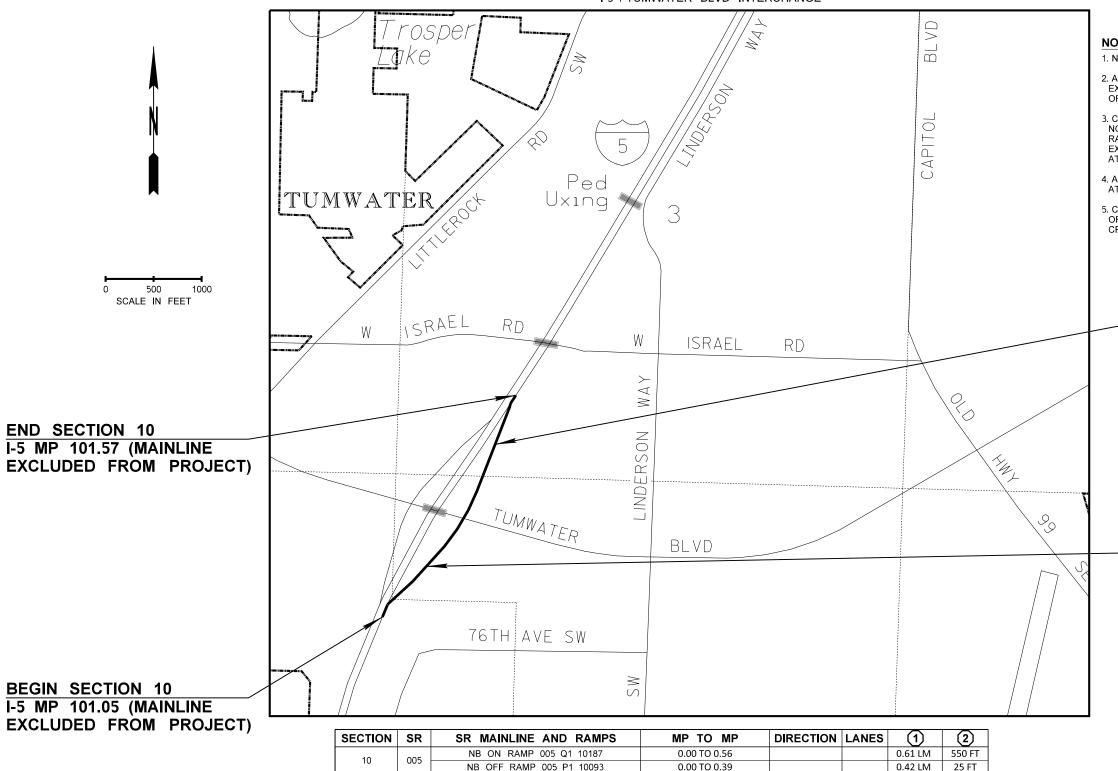
THURSTON COUNTY

SECTION 10

	SECTION	SR	SR MAINLINE AND RAMPS	(3)	(4)
	10	005	NB ON RAMP 005 Q1 10187	26.67 S.Y.	4.60 TON
		005	NB OFF RAMP 005 P1 10093	26.67 S.Y.	4.60 TON

\*PAVEMENT EXCAVATION SHALL BE 0.25 FT. DEEP.

I-5 / TUMWATER BLVD INTERCHANGE



#### NOTE:

- 1. NO BRIDGES ARE INCLUDED IN THIS SECTION.
- 2. AUXILIARY RIGHT AND LEFT TURN LANES AT INTERSECTIONS ARE EXCLUDED FROM CRACK SEALING. ALL RAMP LANES REGARDLESS OF DIRECTION ARE INCLUDED UNLESS OTHERWISE NOTED.
- 3. CRACK SEAL LIMITS ARE FOR STRIPED LANES ONLY, NO SHOULDERS INCLUDED. MAINLINE LANES ARE 12 FEET WIDE AND RAMP LANES VARY FROM 14-16 FEET WIDE UNLESS OTHERWISE NOTED. EXACT BEGINNING AND ENDING LIMITS MAY BE MODIFIED AT THE TIME OF CONSTRUCTION BY THE ENGINEER.
- 4. ALL PAVEMENT REPAIR LIMITS AND LOCATIONS WILL BE DEFINED AT THE TIME OF CONSTRUCTION BY THE ENGINEER.
- 5. CRACK SEALING OF OFF RAMPS SHALL END AT THE STOP BARS OF CROSSROAD EDGE LINE UNLESS THE CROSSROAD IS BEING CRACK SEALED AS PART OF THE PROJECT.

### NB ON RAMP Q1 (INCLUDED IN PROJECT)

#### LEGEND:

- (1) CRACK SEALING 1/4 INCH TO 1 INCH IN WIDTH
- (2) CRACK SEALING GREATER THAN 1 INCH IN WIDTH
- (3) PAVEMENT REPAIR EXCAVATION INCL. HAUL
- (4) HMA FOR PAVEMENT REPAIR CL 1/2 IN. PG 58H-22

NB OFF RAMP P1 (INCLUDED IN PROJECT)

FILE NAME	c:\users\pleterh\pw_wsdot\d05	31638\XL6593_PS_SM_010.dgn					
TIME	11:21:46 AM				REGION NO.	STATE	FED.AID PROJ.NO.
DATE	4/6/2023					WASH	
PLOTTED BY	pieterh				10	WASH	9999(897)
DESIGNED BY	P. CHAO				JOB N	UMBER 512	9999(697)
ENTERED BY	E. GWERENGWE				220	7312	
CHECKED BY	A. BYRD				CONTR	ACT NO.	LOCATION NO.
PROJ. ENGR.	V. HALL						XL6593
REGIONAL ADM.	S. ROARK	REVISION	DATE	BY			





DATE

OR - REGION WIDE CRACK SEALING

SM010 18

SECTION MAPS

117 SHEETS



THURSTON COUNTY

SECTION	SR	SR MAINLINE AND RAMPS	MP TO MP	DIRECTION LANES	1	2
11	005	NB OFF RAMP 005 P1 10342	0.00 TO 0.24		0.24 LM	
		NB ON RAMP 005 Q1 10481	0.00 TO 0.45		0.90 LM	
		NB ON RAMP 005 Q2 10481	0.00 TO 0.22		0.22 LM	

SECTION 11 I-5 / US 101 / DESCHUTES PARKWAY INTERCHANGE OLYMPIA  $\supset$ 22 abla $\bigcirc$  $\triangleright$  $\nearrow$  $\Box$ MOTTMAN OLYMPIARD CITY LIMITS TUMWATER CITY LIMITS 101 IRVING ST 58 63 27 CUSTER/ WAY TUMWATER 60 LINWOOD AVE **BEGIN SECTION 11** NB OFF RAMP P1

**LEGEND:** 

- 1) CRACK SEALING 1/4 INCH TO 1 INCH IN WIDTH
- (2) CRACK SEALING GREATER THAN 1 INCH IN WIDTH

END SECTION 11
I-5 MP 104.81 (MAINLINE EXCLUDED FROM PROJECT)

NB ON RAMP Q1
(INCLUDED IN PROJECT)

NB ON RAMP Q2 (INCLUDED IN PROJECT)

#### NOTE:

- 1. NO BRIDGES ARE INCLUDED IN THIS SECTION.
- 2. AUXILIARY RIGHT AND LEFT TURN LANES AT INTERSECTIONS ARE EXCLUDED FROM CRACK SEALING. ALL RAMP LANES REGARDLESS OF DIRECTION ARE INCLUDED UNLESS OTHERWISE NOTED.
- 3. CRACK SEAL LIMITS ARE FOR STRIPED LANES ONLY,
  NO SHOULDERS INCLUDED. MAINLINE LANES ARE 12 FEET WIDE AND
  RAMP LANES VARY FROM 14-16 FEET WIDE UNLESS OTHERWISE NOTED.
  EXACT BEGINNING AND ENDING LIMITS MAY BE MODIFIED
  AT THE TIME OF CONSTRUCTION BY THE ENGINEER.
- 4. CRACK SEALING OF OFF RAMPS SHALL END AT THE STOP BARS OF CROSSROAD EDGE LINE UNLESS THE CROSSROAD IS BEING CRACK SEALED AS PART OF THE PROJECT.

0 750 1500 SCALE IN FEET

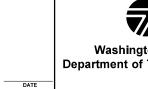
:								_
FILE NAME	c:\users\pleterh\pw_wsdot\d05	31638\XL6593_PS_SM_011.dgn						
TIME	11:30:03 AM				REGION NO.	STATE	FED.AID PROJ.NO.	1
DATE	4/6/2023					WASH		1
PLOTTED BY	pieterh				١ ''	WASH	9999(897)	$\Gamma_{Z}$
DESIGNED BY	P. CHAO				JOB NUMBER 22C512		9999(091)	1/
ENTERED BY	E. GWERENGWE				220	7312		
CHECKED BY	A. BYRD				CONTR	RACT NO.	LOCATION NO.	1
PROJ. ENGR.	V. HALL						XL6593	
REGIONAL ADM.	S. ROARK	REVISION	DATE	BY				

I-5 MP 103.42 (MAINLINE

**EXCLUDED FROM PROJECT)** 



(INCLUDED IN PROJECT)

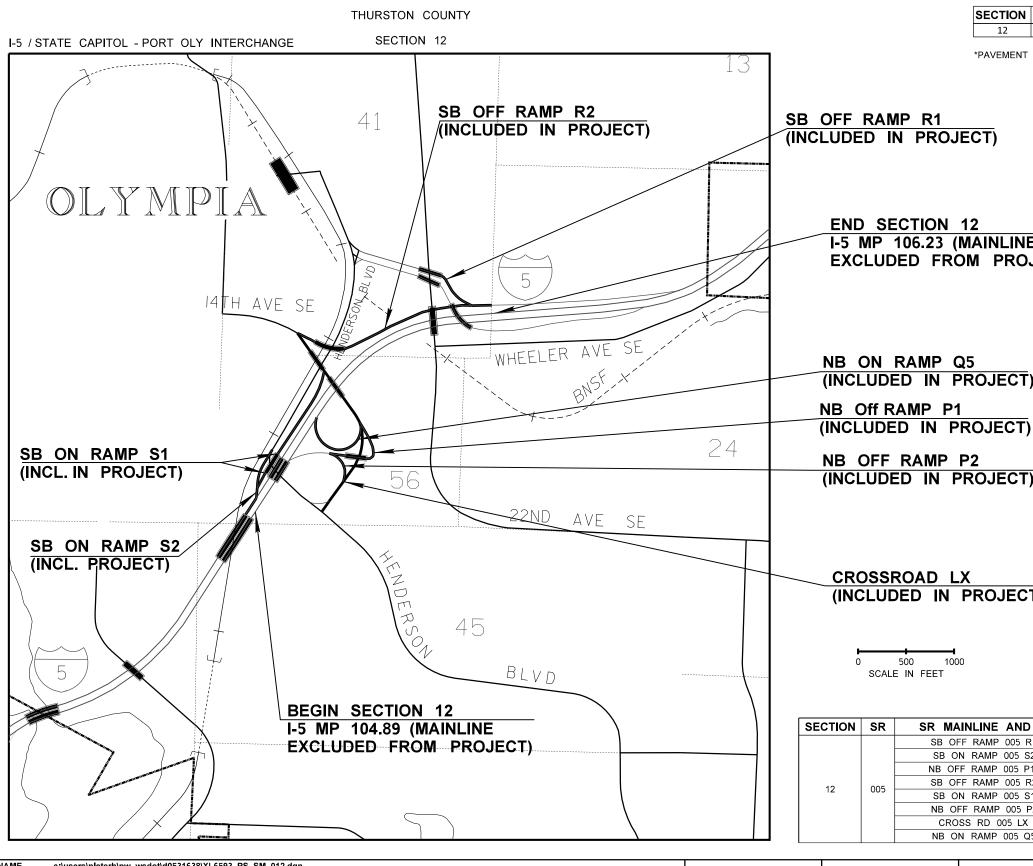


	OR - REGION	V
Washington State		

OR - REGION WIDE CRACK SEALING SM011

SECTION MAPS

19 0F 117 SHEETS



T.18N. R.2W. W.M.

SECTION	SR	SR MAINLINE AND RAMPS	3	4
12	005	NB ON RAMP 005 Q5 10563	8.89 S.Y.	1.50 TON

\*PAVEMENT EXCAVATION SHALL BE 0.25 FT DEEP

SB OFF RAMP R1 (INCLUDED IN PROJECT)

NB ON RAMP Q5

NB OFF RAMP P2

(INCLUDED IN PROJECT)

(INCLUDED IN PROJECT)

**END SECTION 12** I-5 MP 106.23 (MAINLINE **EXCLUDED FROM PROJECT)** 

#### NOTE:

- 1. NO BRIDGES ARE INCLUDED IN THIS SECTION.
- 2. AUXILIARY RIGHT AND LEFT TURN LANES AT INTERSECTIONS ARE EXCLUDED FROM CRACK SEALING. ALL RAMP LANES REGARDLESS OF DIRECTION ARE INCLUDED UNLESS OTHERWISE NOTED.
- 3. CRACK SEAL LIMITS ARE FOR STRIPED LANES ONLY NO SHOULDERS INCLUDED MAINLINE LANES ARE 12 FEET WIDE AND RAMP LANES VARY FROM 14-16 FEET WIDE UNLESS OTHERWISE NOTED. EXACT BEGINNING AND ENDING LIMITS MAY BE MODIFIED AT THE TIME OF CONSTRUCTION BY THE ENGINEER.
- 4. ALL PAVEMENT REPAIR LIMITS AND LOCATIONS WILL BE DEFINED AT THE TIME OF CONSTRUCTION BY THE ENGINEER.
- 5. CRACK SEALING OF OFF RAMPS SHALL END AT THE STOP BARS OF CROSSROAD EDGE LINE UNLESS THE CROSSROAD IS BEING CRACK SEALED AS PART OF THE PROJECT.

CROSSROAD LX (INCLUDED IN PROJECT)

> 500 1000 SCALE IN FEET

> > DATE

### LEGEND:

- (1) CRACK SEALING 1/4 INCH TO 1 INCH IN WIDTH
- (2) CRACK SEALING GREATER THAN 1 INCH IN WIDTH
- (3) PAVEMENT REPAIR EXCAVATION INCL. HAUL
- HMA FOR PAVEMENT REPAIR CL 1/2 IN. PG 58H-22

SECTION	SR	SR MAINLINE AND RAMPS	MP TO MP	DIRECTION	LANES	1	2
		SB OFF RAMP 005 R1 10623	0.00 TO 0.73			0.73 LM	
		SB ON RAMP 005 S2 10489	0.00 TO 0.21			0.21 LM	
	005	NB OFF RAMP 005 P1 10517	0.00 TO 0.35			0.31 LM	
12		SB OFF RAMP 005 R2 10623	0.00 TO 0.50			0.45 LM	
12	005	SB ON RAMP 005 S1 10489	0.00 TO 0.59			0.53 LM	50 FT
		NB OFF RAMP 005 P2 10517	0.00 TO 0.11			0.11 LM	25 FT
		CROSS RD 005 LX 10545	0.00 TO 0.45	вотн		0.72 LM	
		NB ON RAMP 005 Q5 10563	0.00 TO 0.41			0.41 LM	40 FT

÷							
ŝ	FILE NAME	c:\users\pleterh\pw_wsdot\d05	31638\XL6593_PS_SM_012.dgn				
Š	FILE NAME TIME DATE PLOTTED BY DESIGNED BY ENTERED BY CHECKED BY PROJ. ENGR.	11:31:30 AM				REGION STAT	FED.AID PROJ.NO.
ᇦ	DATE	4/6/2023				10 WAS	<u></u>
⋛	PLOTTED BY	pieterh				I IO WAS	9999(897)
ጟ	DESIGNED BY	P. CHAO				јов NUMBER 22C512	$\Box$
ğ	ENTERED BY	E. GWERENGWE				220312	'
₹	CHECKED BY	A. BYRD				CONTRACT NO	LOCATION NO.
š	PROJ. ENGR.	V. HALL				1	XL6593
	REGIONAL ADM.	S. ROARK	REVISION	DATE	BY	1	



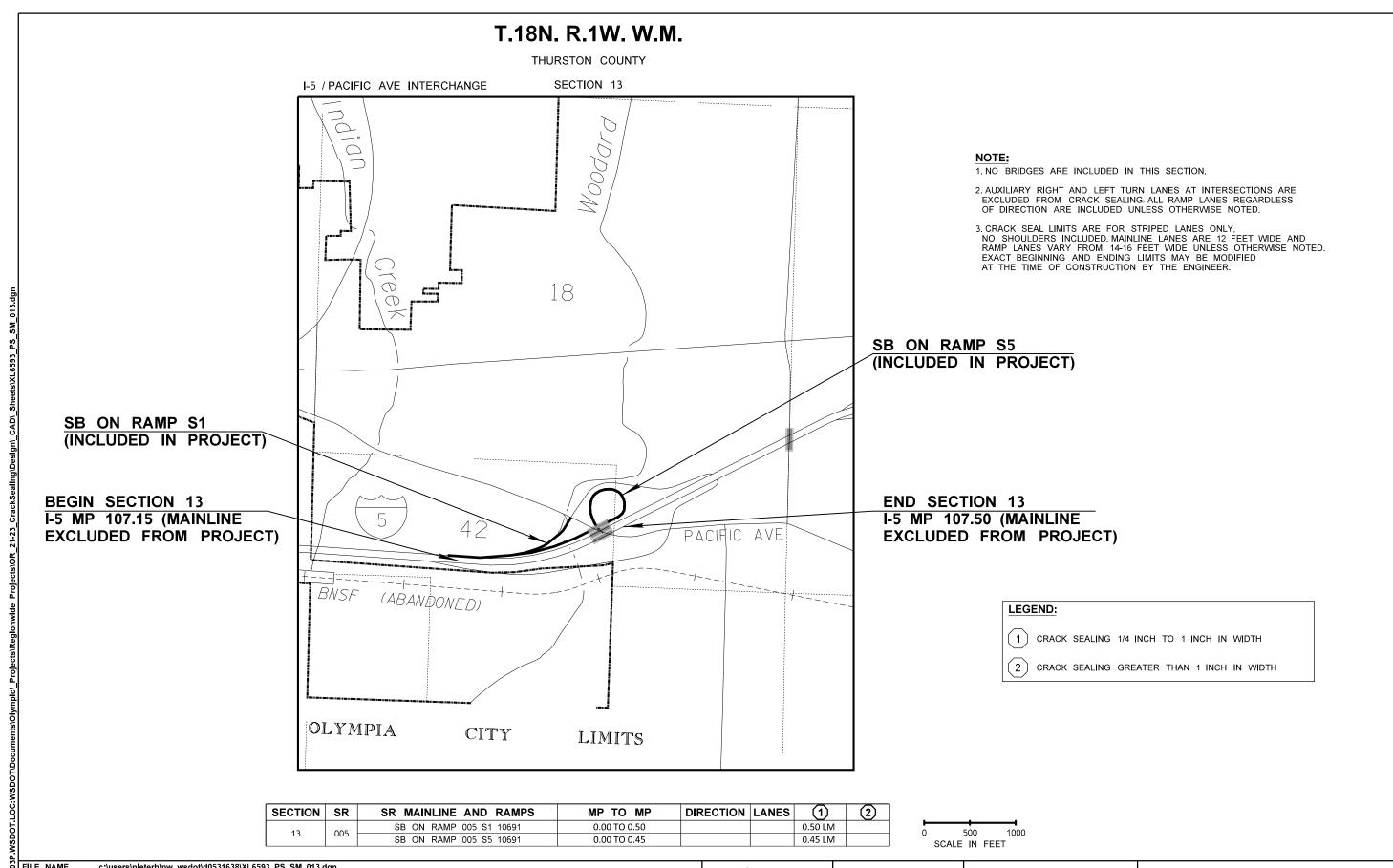


OR - REGION WIDE CRACK SEALING

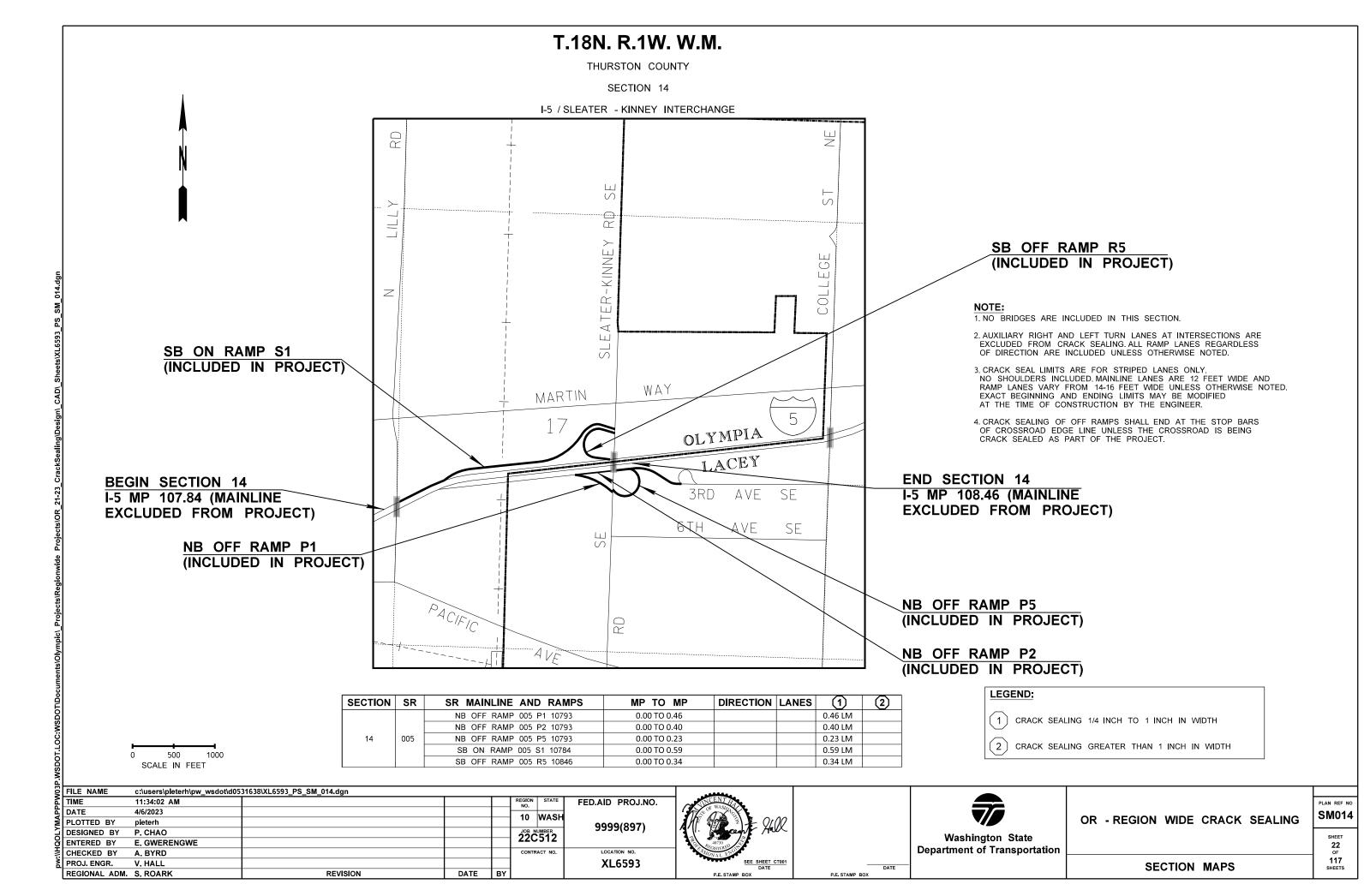
117 SHEETS

SM012

SECTION MAPS



STLIFE NAME	c./users/pietern/pw_wsdot/dob.	316361XL6333_F3_3M_013.ugii										
TIME	11:32:43 AM			REGION NO.	N STATE	FED.AID PROJ.NO.	CENT				PLAN REF NO	1
DATE	4/6/2023			10	WASH						SM013	Л
PLOTTED BY	pieterh			10	WASH	9999(897)	The owner			OR - REGION WIDE CRACK SEALING	0.0.0	
DESIGNED BY	P. CHAO			JOB	C512	3333(031)	1411. Hacehole Hall		Washington State		SHEET	1
ENTERED BY	E. GWERENGWE			220	C312		40730 40730				21	ı
EHECKED BY	A. BYRD			CONTI	ITRACT NO.	LOCATION NO.	GOONAL ESCA		Department of Transportation		OF	ı
PROJ. ENGR.	V. HALL					XL6593	SEE SHEET CT001	DATE		SECTION MAPS	117 SHEETS	
REGIONAL ADM.	. S. ROARK	REVISION	DATE	BY			P.E. STAMP BOX	P.E. STAMP BOX		CECTION MAIO	J SILLIS	П



LEGEND:

(1) CRACK SEALING 1/4 INCH TO 1 INCH IN WIDTH

CRACK SEALING GREATER THAN 1 INCH IN WIDTH

PAVEMENT REPAIR EXCAVATION INCL. HAUL

SB OFF RAMP R1

SB ON RAMP S1

**BEGIN SECTION 15** 

(INCLUDED IN PROJECT)

(INCLUDED IN PROJECT)

I-5 MP 108.83 (MAINLINE

**EXCLUDED FROM PROJECT)** 

HMA FOR PAVEMENT REPAIR CL 1/2 IN. PG 58H-22

### T.18N. R.1W. W.M.

THURSTON COUNTY

SECTION 15

I-5 / MARTIN WAY INTERCHANGE

WAY

MARTIN

 $\bigcirc$ 

COL

OLYMPIA

3RD

6TH

LACEY

ΑVΕ

AVE

SE

SE

SECTION	SR	SR MAINLINE AND RAMPS	3	4
15	005	NB ON RAMP 005 Q1 10952	40.00 S.Y.	6.80 TON

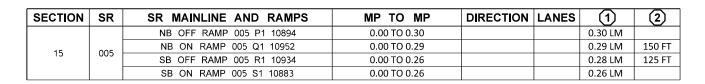
**END SECTION 15** I-5 MP 109.52 (MAINLINE **EXCLUDED FROM PROJECT)** 

NB ON RAMP Q1 (INCLUDED IN PROJECT)

#### NOTE:

- 1. NO BRIDGES ARE INCLUDED IN THIS SECTION.
- 2. AUXILIARY RIGHT AND LEFT TURN LANES AT INTERSECTIONS ARE EXCLUDED FROM CRACK SEALING ALL RAMP LANES REGARDLESS OF DIRECTION ARE INCLUDED UNLESS OTHERWISE NOTED.
- 3. CRACK SEAL LIMITS ARE FOR STRIPED LANES ONLY. NO SHOULDERS INCLUDED MAINLINE LANES ARE 12 FEET WIDE AND RAMP LANES VARY FROM 14-16 FEET WIDE UNLESS OTHERWISE NOTED. EXACT BEGINNING AND ENDING LIMITS MAY BE MODIFIED AT THE TIME OF CONSTRUCTION BY THE ENGINEER.
- 4. ALL PAVEMENT REPAIR LIMITS AND LOCATIONS WILL BE DEFINED AT THE TIME OF CONSTRUCTION BY THE ENGINEER.
- 5. CRACK SEALING OF OFF RAMPS SHALL END AT THE STOP BARS OF CROSSROAD EDGE LINE UNLESS THE CROSSROAD IS BEING CRACK SEALED AS PART OF THE PROJECT.

NB OFF RAMP P1 (INCLUDED IN PROJECT)



LACEY

DESMOND

500 SCALE IN FEET

FILE NAME	c:\users\pleterh\pw_wsdot\d05	31638\XL6593_PS_SM_015.dgn					
TIME	11:35:11 AM				REGION NO.	STATE	FED.AID PROJ.NO.
DATE	4/6/2023					WASH	
PLOTTED BY	pieterh				10	WASH	9999(897)
DESIGNED BY	P. CHAO				JOB	C512	9999(691)
ENTERED BY	E. GWERENGWE				220	2012	
CHECKED BY	A. BYRD				CONTI	RACT NO.	LOCATION NO.
PROJ. ENGR.	V. HALL						XL6593
REGIONAL ADM.	S. ROARK	REVISION	DATE	BY			





DATE

OR - REGION WIDE CRACK SEALING

23 OF 117 SHEETS

SM015

SECTION MAPS

\*PAVEMENT EXCAVATION SHALL BE 0.25 FT. DEEP.

## T.18N. R.1W. W.M.

THURSTON COUNTY

SECTION 16

 SECTION
 SR
 SR
 MAINLINE AND RAMPS
 3
 4

 16
 005
 NB OFF RAMP 005 P1 11084
 13.33 S.Y.
 2.30 TON

\*PAVEMENT EXCAVATION SHALL BE 0.25 FT. DEEP.

I-5 / MARVIN RD INTERCHANGE AMETTE WILLAMETTE NE DR NE NOTE: . NO BRIDGES ARE INCLUDED IN THIS SECTION. 2. AUXILIARY RIGHT AND LEFT TURN LANES AT INTERSECTIONS ARE EXCLUDED FROM CRACK SEALING. ALL RAMP LANES REGARDLESS OF DIRECTION ARE INCLUDED UNLESS OTHERWISE NOTED. 3. CRACK SEAL LIMITS ARE FOR STRIPED LANES ONLY, NO SHOULDERS INCLUDED. MAINLINE LANES ARE 12 FEET WIDE AND RAMP LANES VARY FROM 14-16 FEET WIDE UNLESS OTHERWISE NOTED. EXACT BEGINNING AND ENDING LIMITS MAY BE MODIFIED NB OFF RAMP P1 AT THE TIME OF CONSTRUCTION BY THE ENGINEER. (INCLUDED IN PROJECT) 4. ALL PAVEMENT REPAIR LIMITS AND LOCATIONS WILL BE DEFINED AT THE TIME OF CONSTRUCTION BY THE ENGINEER. CRACK SEALING OF OFF RAMPS SHALL END AT THE STOP BARS OF CROSSROAD EDGE LINE UNLESS THE CROSSROAD IS BEING CRACK SEALED AS PART OF THE PROJECT. **END SECTION 16** I-5 MP 110.84 (MAINLINE **EXCLUDED FROM PROJECT)** QUINAULT WAY NE **BEGIN SECTION 16** I-5 MP 111.94 (MAINLINE **EXCLUDED FROM PROJECT)** 510 LEGEND: NB OFF RAMP P2 (INCLUDED IN PROJECT) MAY (1) CRACK SEALING 1/4 INCH TO 1 INCH IN WIDTH MARTIN (2) CRACK SEALING GREATER THAN 1 INCH IN WIDTH GAL (3) PAVEMENT REPAIR EXCAVATION INCL. HAUL HMA FOR PAVEMENT REPAIR CL 1/2 IN. PG 58H-22

SECTION	SR	SR MAINLINE AND RAMPS	MP TO MP	DIRECTION	LANES	1	2
16	005	NB OFF RAMP 005 P1 11084	0.00 TO 0.90			1.80 LM	500 FT
	005	NB ON RAMP 005 P2 11084	0.00 TO 0.30			0.30 LM	

0 500 100 SCALE IN FEET

FILE	E NAME	c:\users\pleterh\pw_wsdot\d05	31638\XL6593_PS_SM_016.dgn					
TIM	E	11:36:23 AM				REGION NO.	STATE	FED.AID PROJ.NO.
DAT	ΓΕ	4/6/2023					WASH	
PLC	TTED BY	pieterh				ן יי ן	WASH	9999(897)
DES	SIGNED BY	P. CHAO				22C	JMBER	9999(691)
ENT	TERED BY	E. GWERENGWE				220	312	
CHE	CKED BY	A. BYRD				CONTRA	ACT NO.	LOCATION NO.
PRO	OJ. ENGR.	V. HALL				1		XL6593
REC	GIONAL ADM.	S. ROARK	REVISION	DATE	BY			



<b>7</b>	
Washington State Department of Transportation	
•	

DATE

OR - REGION WIDE CRACK SEALING SN	M016
-----------------------------------	------

SECTION MAPS

SHEET

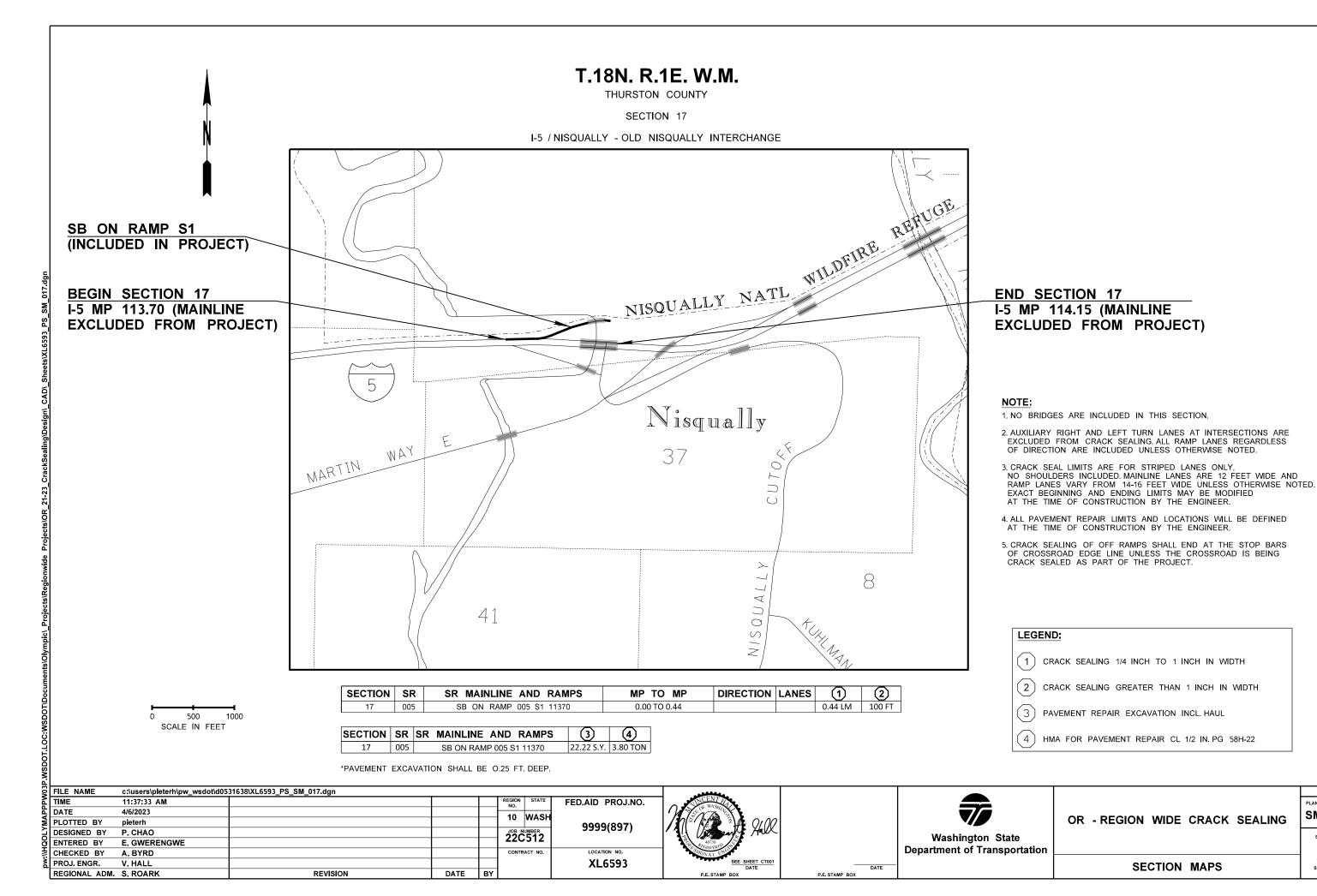
24

OF

117

SHEETS

PLAN REF NO



SM017

**25** 

117 SHEETS LEGEND:

1 CRACK SEALING 1/4 INCH TO 1 INCH IN WIDTH

2 CRACK SEALING GREATER THAN 1 INCH IN WIDTH

1 CRACK SEALING GREATER THAN 1 INCH IN WIDTH

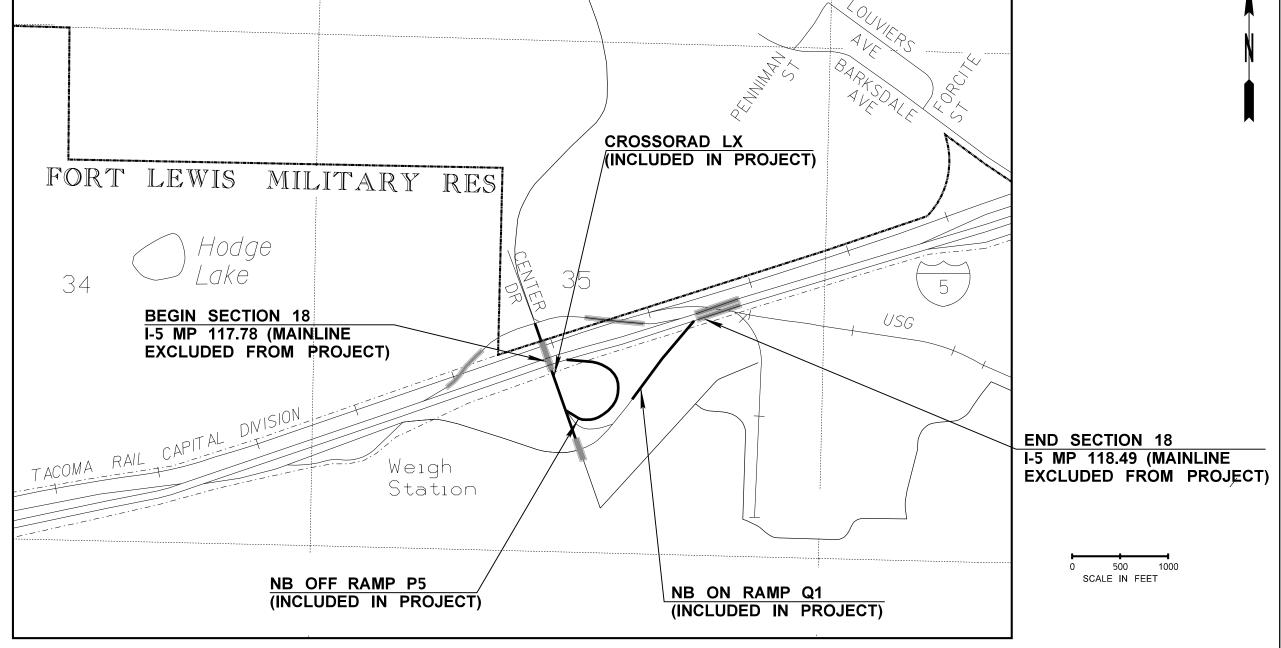
1 CRACK SEALING GREATER THAN 1 INCH IN WIDTH

1 CRACK SEALING GREATER THAN 1 INCH IN WIDTH

1 CRACK SEALING GREATER THAN 1 INCH IN WIDTH

1 CRACK SEALING GREATER THAN 1 INCH IN WIDTH

1 CRACK SEALING GREATER THAN 1 INCH IN WIDTH



SECTION	SR	SR MAINLINE AND RAMPS	MP TO MP	DIRECTION LA	ANES	1	2
		NB OFF RAMP 005 P5 11778	0.00 TO 0.54			0.54 LM	100 FT
18	005	NB ON RAMP 005 Q1 11849	0.18 TO 0.57			0.39 LM	
		CROSS RD 005 LX 11796	0.00 TO 0.24	вотн		0.48 LM	100 FT

#### NOTE:

1. NO BRIDGES ARE INCLUDED IN THIS SECTION.

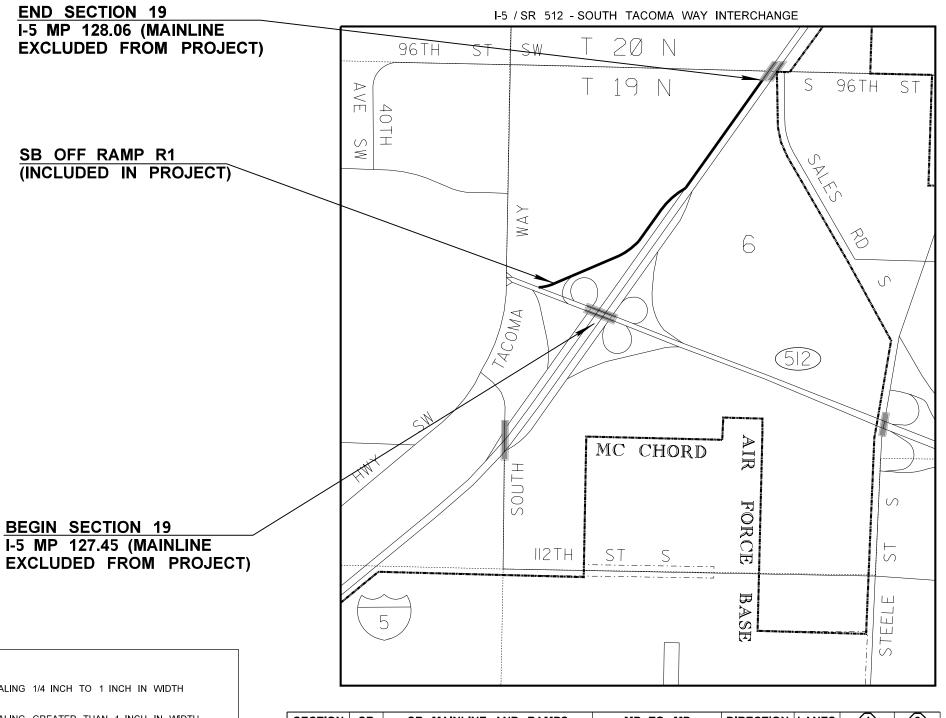
- 2. AUXILIARY RIGHT AND LEFT TURN LANES AT INTERSECTIONS ARE EXCLUDED FROM CRACK SEALING. ALL RAMP LANES REGARDLESS OF DIRECTION ARE INCLUDED UNLESS OTHERWISE NOTED.
- 3. CRACK SEAL LIMITS ARE FOR STRIPED LANES ONLY, NO SHOULDERS INCLUDED. MAINLINE LANES ARE 12 FEET WIDE AND RAMP LANES VARY FROM 14-16 FEET WIDE UNLESS OTHERWISE NOTED. EXACT BEGINNING AND ENDING LIMITS MAY BE MODIFIED AT THE TIME OF CONSTRUCTION BY THE ENGINEER.
- 4. CRACK SEALING OF OFF RAMPS SHALL END AT THE STOP BARS OF CROSSROAD EDGE LINE UNLESS THE CROSSROAD IS BEING CRACK SEALED AS PART OF THE PROJECT.

S FILE NAME	c:\users\pleterh\pw_wsdot\d05	31638\XL6593_PS_SM_018.dgn										
Ž TIME	11:39:30 AM				REGION STATE	FED.AID PROJ.NO.	NUCENTA				PLAN REF NO	引
DATE	4/6/2023				10 WASH		A Second Massing Control of the Cont				SM018	اج
PLOTTED BY	pieterh				IU WASH	9999(897)	1/20 1/20 1/20 1/20 1/20 1/20 1/20 1/20			OR - REGION WIDE CRACK SEALING		1
DESIGNED BY	P. CHAO				ов NUMBER 22С512	9999(091)	/M / 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2		Washington State		SHEET	٦
ENTERED BY	E. GWERENGWE				226512		40730		3		26	
E CHECKED BY	A. BYRD				CONTRACT NO.	LOCATION NO.	SONAL ENGLY		Department of Transportation		OF	
PROJ. ENGR.	V. HALL					XL6593	SEE SHEET CT001	DATE	-	SECTION MAPS	117 SHEETS	
REGIONAL AD	M. S.ROARK	REVISION	DATE	BY			P.E. STAMP BOX	P.E. STAMP BOX		OLOTION MAIO	SILETO	

## T.19N. R.3E. W.M.

PIERCE COUNTY

SECTION 19



- 1. NO BRIDGES ARE INCLUDED IN THIS SECTION.
- 2. AUXILIARY RIGHT AND LEFT TURN LANES AT INTERSECTIONS ARE EXCLUDED FROM CRACK SEALING ALL RAMP LANES REGARDLESS OF DIRECTION ARE INCLUDED UNLESS OTHERWISE NOTED.
- 3. CRACK SEAL LIMITS ARE FOR STRIPED LANES ONLY, NO SHOULDERS INCLUDED. MAINLINE LANES ARE 12 FEET WIDE AND RAMP LANES VARY FROM 14-16 FEET WIDE UNLESS OTHERWISE NOTED. EXACT BEGINNING AND ENDING LIMITS MAY BE MODIFIED AT THE TIME OF CONSTRUCTION BY THE ENGINEER.
- 4. ALL PAVEMENT REPAIR LIMITS AND LOCATIONS WILL BE DEFINED AT THE TIME OF CONSTRUCTION BY THE ENGINEER.
- 5. CRACK SEALING OF OFF RAMPS SHALL END AT THE STOP BARS OF CROSSROAD EDGE LINE UNLESS THE CROSSROAD IS BEING CRACK SEALED AS PART OF THE PROJECT.

LEGEND:

- (1) CRACK SEALING 1/4 INCH TO 1 INCH IN WIDTH
- CRACK SEALING GREATER THAN 1 INCH IN WIDTH
- PAVEMENT REPAIR EXCAVATION INCL. HAUL
- HMA FOR PAVEMENT REPAIR CL 1/2 IN. PG 58H-22

SECTION	SR	SR MAINLINE AND RAMPS	MP TO MP	DIRECTION LANE	s 1	2
19	005	SB OFF RAMP 005 R1 12806	0.00 TO 0.62		0.62 LM	

SECTION	SR	SR MAINLINE AND RAMPS	3	4
19	005	SB OFF RAMP 005 R1 12806	20.00 S.Y.	3.40 TON

\*PAVEMENT EXCAVATION SHALL BE 0.25 FT. DEEP.

;	FILE NAME	c:\users\pleterh\pw_wsdot\d05	31638\XL6593_PS_SM_019.dgn						Γ
•	TIME	11:41:00 AM				REGION NO.	STATE	FED.AID PROJ.NO.	1
:	DATE	4/6/2023					WASH		L
	PLOTTED BY	pieterh				יי ן	WASH	9999(897)	L
i	DESIGNED BY	P. CHAO				JOB N	UMBER 512	3333(031)	1
,	ENTERED BY	E. GWERENGWE				220	,312		L
į	CHECKED BY	A. BYRD				CONTR	ACT NO.	LOCATION NO.	1
	PROJ. ENGR.	V. HALL						XL6593	ı
Ī	REGIONAL ADM	S ROARK	REVISION	DATE	RY	1			ı





DATE

OR	- REGION	WIDE	CRACK	SEALING

500

SCALE IN FEET

1000

27 117 SHEETS

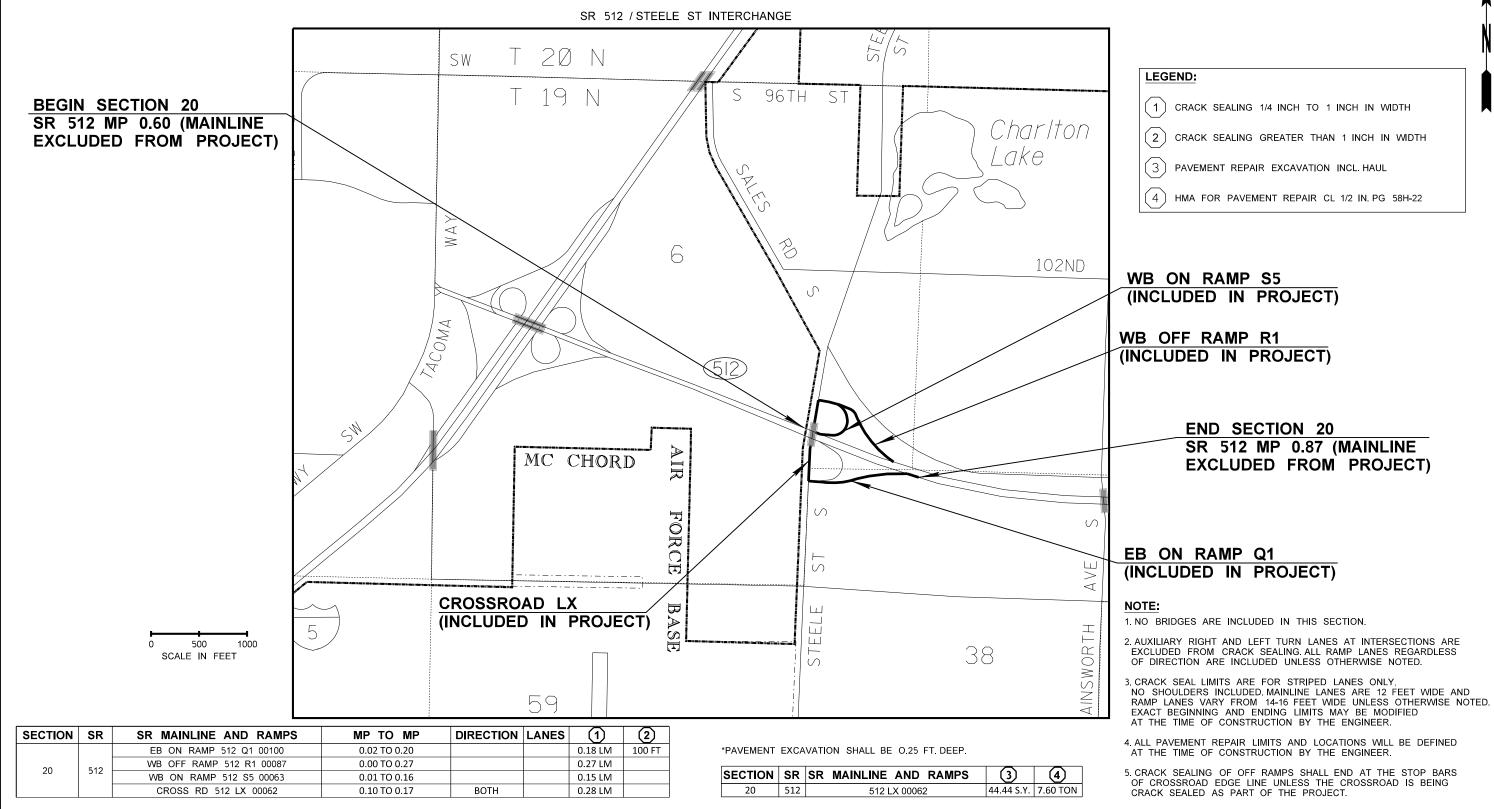
SECTION MAPS

SM019



PIERCE COUNTY

SECTION 20



Ļ									
ŝ	FILE NAME	c:\users\pleterh\pw_wsdot\d05	31638\XL6593_PS_SM_020.dgn						
Ì	TIME	11:42:10 AM				REGION NO.	STATE	FED.AID PROJ.NO.	1
֡֡֡֡֡֡֡֡֡֡֡֡֡֝֡֡֡֡֡֡֝֡֡֡֡֡֡֡֡֡֡	DATE	4/6/2023				10	WASH		
È	PLOTTED BY	pieterh				10	WASH	9999(897)	'/
Ę	DESIGNED BY	P. CHAO					UMBER	9999(091)	1/2
ž	ENTERED BY	E. GWERENGWE				220	512		
۶	CHECKED BY	A. BYRD				CONTR	RACT NO.	LOCATION NO.	l
₹	PROJ. ENGR.	V. HALL						XL6593	
	REGIONAL ADM.	S. ROARK	REVISION	DATE	BY				



Washington State
Department of Transportation

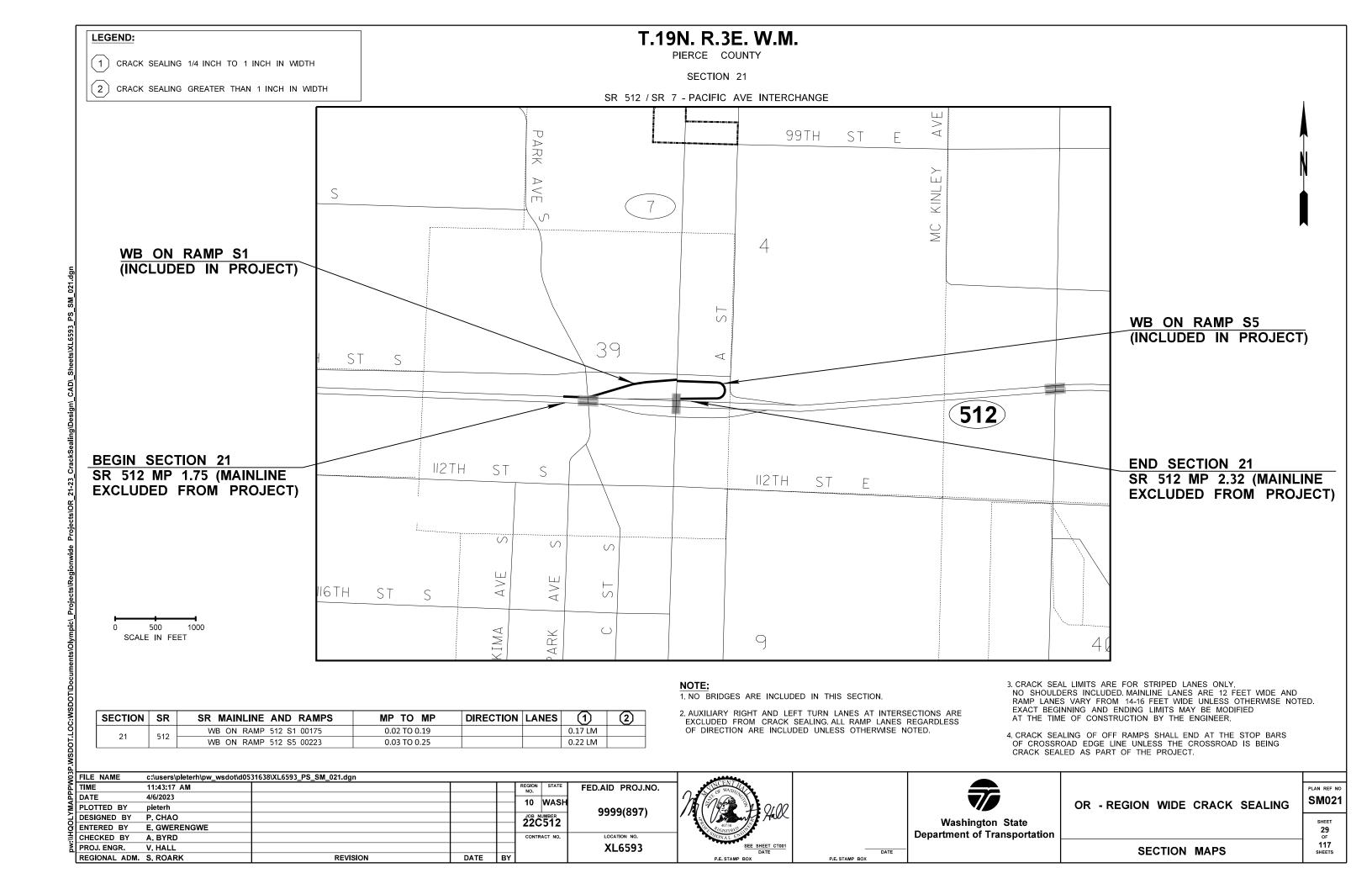
DATE

OR - REGION WIDE CRACK SEALING

SHEET
28
0F
117
SHEETS

SM020

SECTION MAPS

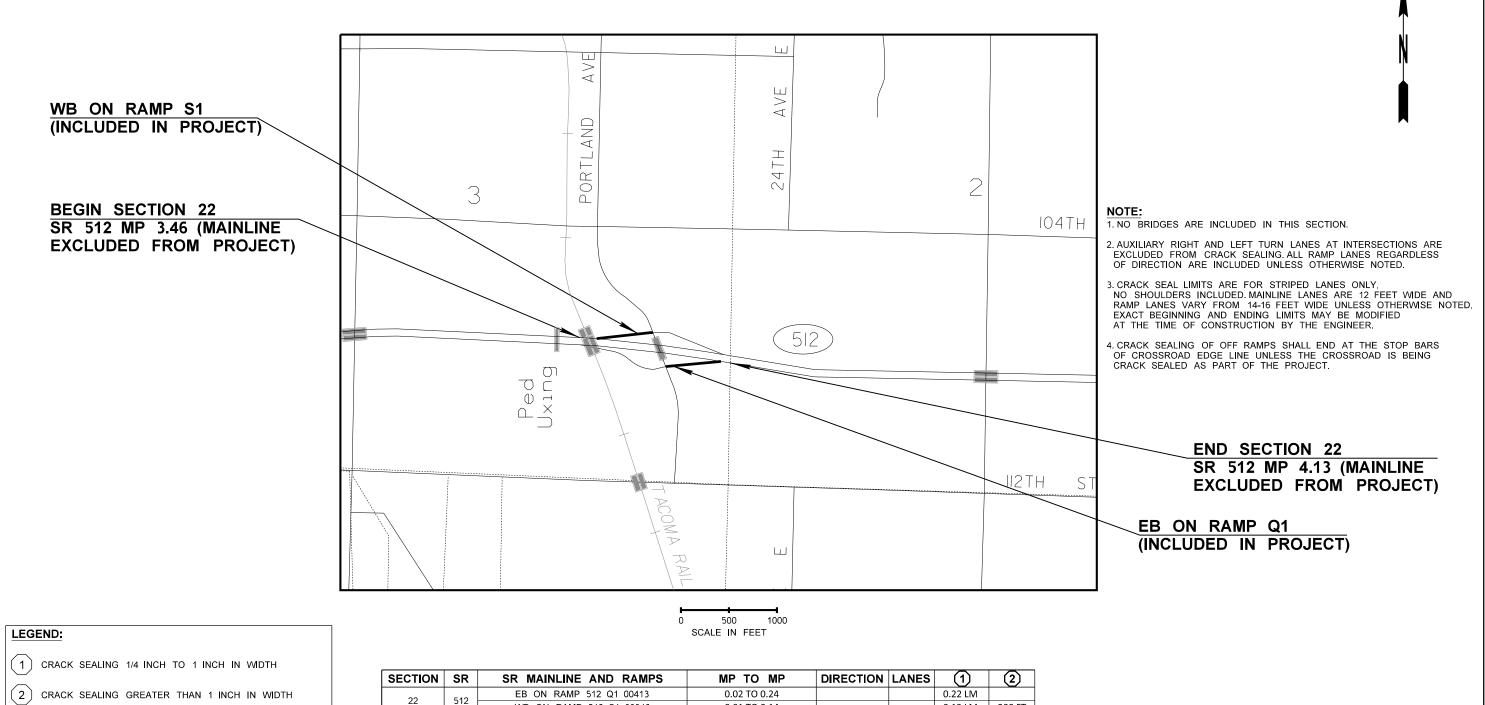


## T.19N. R.3E. W.M.

PIERCE COUNTY

SECTION 22

SR 512 / MIDLAND - PORTLAND AVE INTERCHANGE



2	FILE NAME	c:\users\pleterh\pw_wsdot\d05	31638\XL6593_PS_SM_022.dgn
•	TIME	11:44:35 AM	
	DATE	4/6/2023	
È	PLOTTED BY	pieterh	
į	DESIGNED BY	P. CHAO	
š	ENTERED BY	E. GWERENGWE	
į	CHECKED BY	A. BYRD	
:	PRO L ENGR	V HALL	

REVISION

REGIONAL ADM. S. ROARK

FED.AID PROJ.NO.

0.01 TO 0.14

WB ON RAMP 512 S1 00346

9999(897)

LOCATION NO.

XL6593

10 WASH

22C512

CONTRACT NO.

DATE BY

Washington State **Department of Transportation** 

0.13 LM 200 FT

OR - REGION WIDE CRACK SEALING

30 of 117 SHEETS

SM022

SECTION MAPS DATE

1. NO BRIDGES ARE INCLUDED IN THIS SECTION.

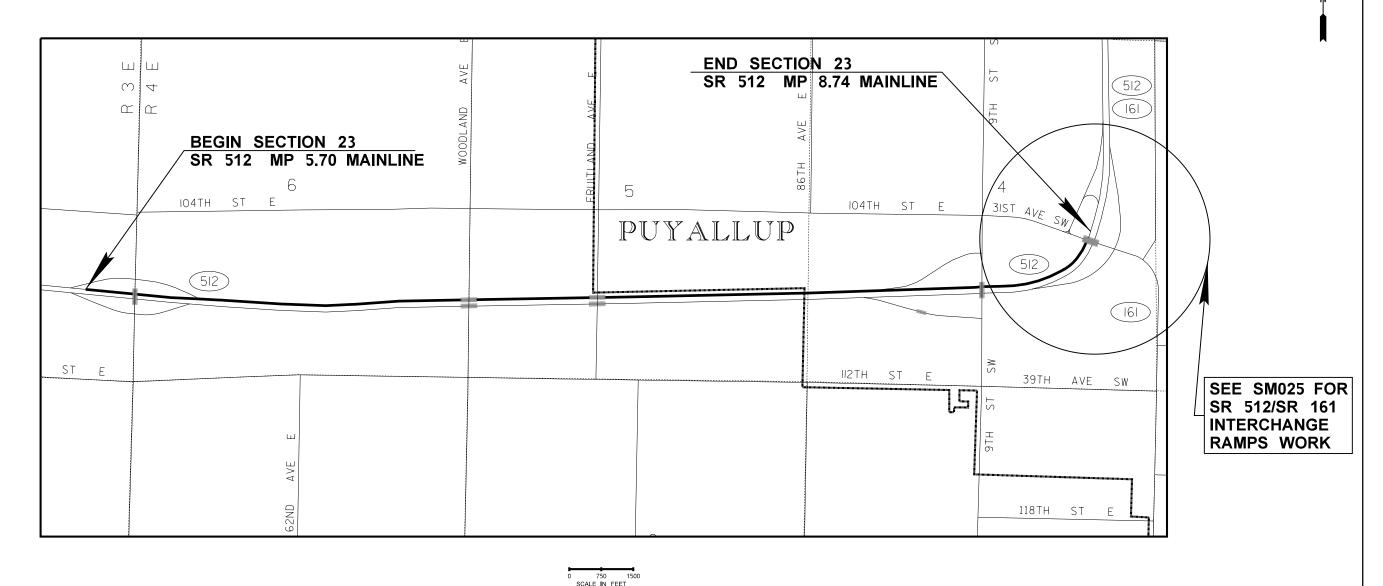
- 2. AUXILIARY RIGHT AND LEFT TURN LANES AT INTERSECTIONS ARE EXCLUDED FROM CRACK SEALING. ALL RAMP LANES REGARDLESS OF DIRECTION ARE INCLUDED UNLESS OTHERWISE NOTED.
- 3. CRACK SEAL LIMITS ARE FOR STRIPED LANES ONLY,
  NO SHOULDERS INCLUDED. MAINLINE LANES ARE 12 FEET WIDE AND
  RAMP LANES VARY FROM 14-16 FEET WIDE UNLESS OTHERWISE NOTED.
  EXACT BEGINNING AND ENDING LIMITS MAY BE MODIFIED
  AT THE TIME OF CONSTRUCTION BY THE ENGINEER.
- 4. ALL PAVEMENT REPAIR LIMITS AND LOCATIONS WILL BE DEFINED AT THE TIME OF CONSTRUCTION BY THE ENGINEER.

T.19N. R.4E. W.M.

PIERCE COUNTY
SECTION 23

LEGEND:

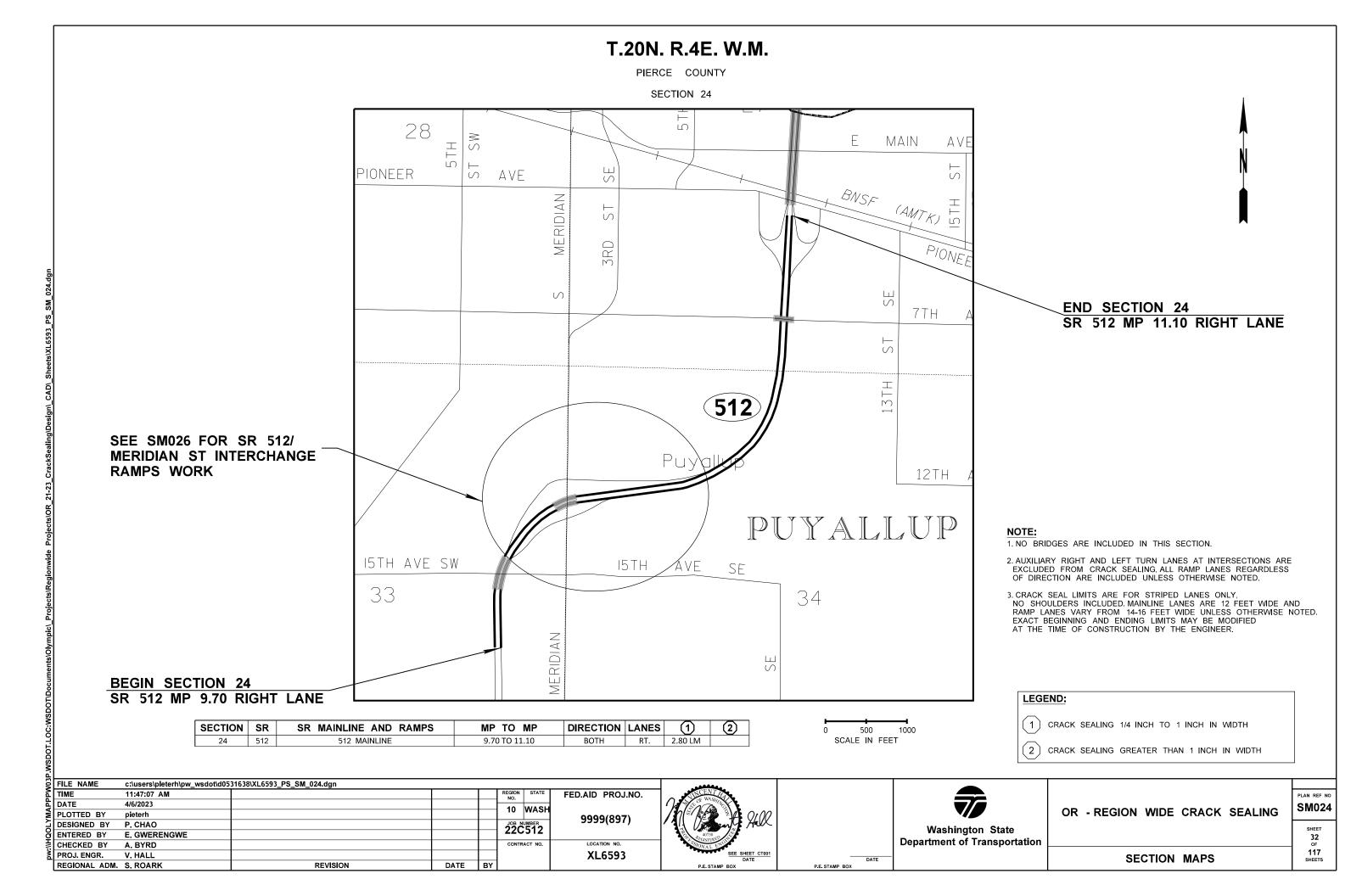
- (1) CRACK SEALING 1/4 INCH TO 1 INCH IN WIDTH
- 2 CRACK SEALING GREATER THAN 1 INCH IN WIDTH
- (3) PAVEMENT REPAIR EXCAVATION INCL. HAUL
- (4) HMA FOR PAVEMENT REPAIR CL 1/2 IN. PG 58H-22



\*PAVEMENT EXCAVATION SHALL BE 0.25 FT. DEEP.

SECTION	SR	SR MAINLINE AND RAMPS	(3)	(4)	SECTION	SR	SR MAINLINE AND RAMPS	MP TO MP	DIRECTION	LANES	(1)	(2)
23	512	512 MAINLINE	22.22 S.Y.	3.80 TON	23	512	512 MAINLINE	5.70 TO 8.74	DECREASING	LT.	3.04 LM	100 FT

<u> </u>	312 WAIN	22.22 3.11 3.00 1011					-				
FILE NAME	c:\users\pleterh\pw_wsdot\d053	31638\XL6593_PS_SM_023.dgn					annere .				
Ž TIME	11:45:56 AM				REGION STATE	FED.AID PROJ.NO.	SE WASKE				PLAN REF NO
DATE	4/6/2023				10 WASH						SM023
PLOTTED BY	pieterh				IU WASH	9999(897)	1/10(8/1/20 3)A QLOO			OR - REGION WIDE CRACK SEALING	0.11.025
DESIGNED BY	P. CHAO				JOB NUMBER 22C512	1 9999(097)	1/11 / Hall		Washington State		SHEET
ENTERED BY	E. GWERENGWE				220312		40730 REGISTERED 3		9		31
E CHECKED BY	A. BYRD				CONTRACT NO.	LOCATION NO.	SONAL ENGI		Department of Transportation		_ OF
PROJ. ENGR.	V. HALL					XL6593	SEE SHEET CT001	DATE		SECTION MAPS	117 SHEETS
REGIONAL ADM	I. S.ROARK	REVISION	DATE	BY			P.E. STAMP BOX	P.E. STAMP BOX		OLOTION MAIO	SHEETS



LEGEND:

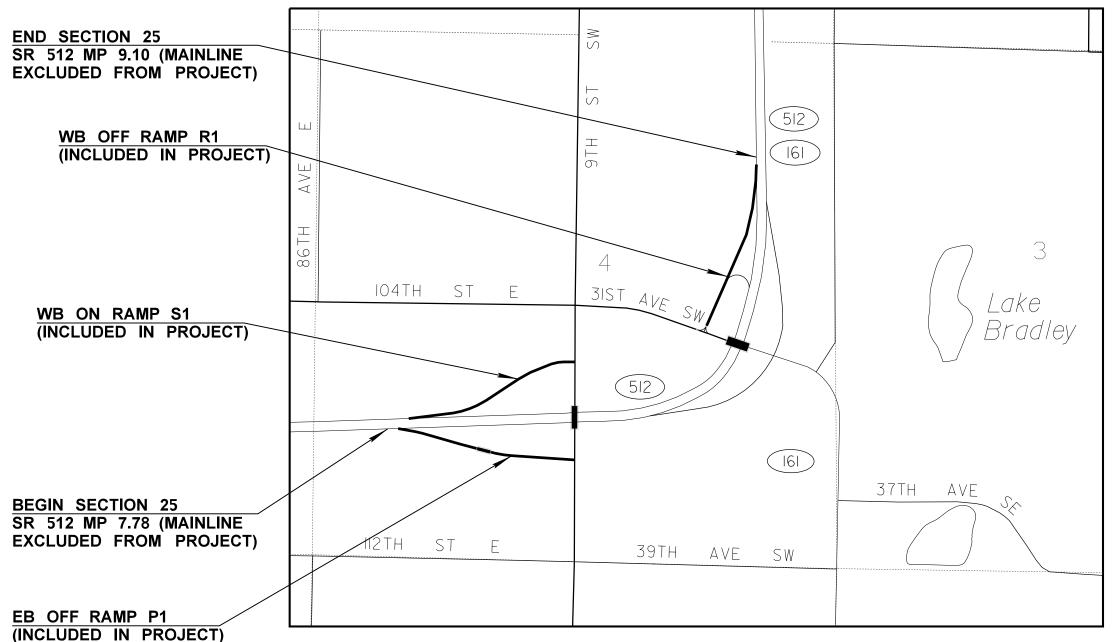
- (1) CRACK SEALING 1/4 INCH TO 1 INCH IN WIDTH
- (2) CRACK SEALING GREATER THAN 1 INCH IN WIDTH

## T.19N. R.4E. W.M.

PIERCE COUNTY

SECTION 25

SR 512 / SR 161 - 94TH AVE INTERCHANGE



#### NOTE:

- 1. NO BRIDGES ARE INCLUDED IN THIS SECTION.
- 2. AUXILIARY RIGHT AND LEFT TURN LANES AT INTERSECTIONS ARE EXCLUDED FROM CRACK SEALING. ALL RAMP LANES REGARDLESS OF DIRECTION ARE INCLUDED UNLESS OTHERWISE NOTED.
- 3. CRACK SEAL LIMITS ARE FOR STRIPED LANES ONLY, NO SHOULDERS INCLUDED. MAINLINE LANES ARE 12 FEET WIDE AND RAMP LANES VARY FROM 14-16 FEET WIDE UNLESS OTHERWISE NOTED. EXACT BEGINNING AND ENDING LIMITS MAY BE MODIFIED AT THE TIME OF CONSTRUCTION BY THE ENGINEER.
- 4. CRACK SEALING OF OFF RAMPS SHALL END AT THE STOP BARS OF CROSSROAD EDGE LINE UNLESS THE CROSSROAD IS BEING CRACK SEALED AS PART OF THE PROJECT.

SR	SR MAINLINE AND RAMPS	MP TO MP	DIRECTION LANES	1	2
	EB ON RAMP 512 P1 00785	0.07 TO 0.53		0.46 LM	
512	WB OFF RAMP 512 R1 00916	0.09 TO 0.41	ALL	0.32 LM	
	WB ON RAMP 512 S1 00778	0.01 TO 0.43	ALL	0.41 LM	100 FT
_		EB ON RAMP 512 P1 00785 512 WB OFF RAMP 512 R1 00916	EB ON RAMP 512 P1 00785 0.07 TO 0.53 512 WB OFF RAMP 512 R1 00916 0.09 TO 0.41	EB ON RAMP 512 P1 00785 0.07 TO 0.53 512 WB OFF RAMP 512 R1 00916 0.09 TO 0.41 ALL	EB ON RAMP 512 P1 00785 0.07 TO 0.53 0.46 LM 512 WB OFF RAMP 512 R1 00916 0.09 TO 0.41 ALL 0.32 LM

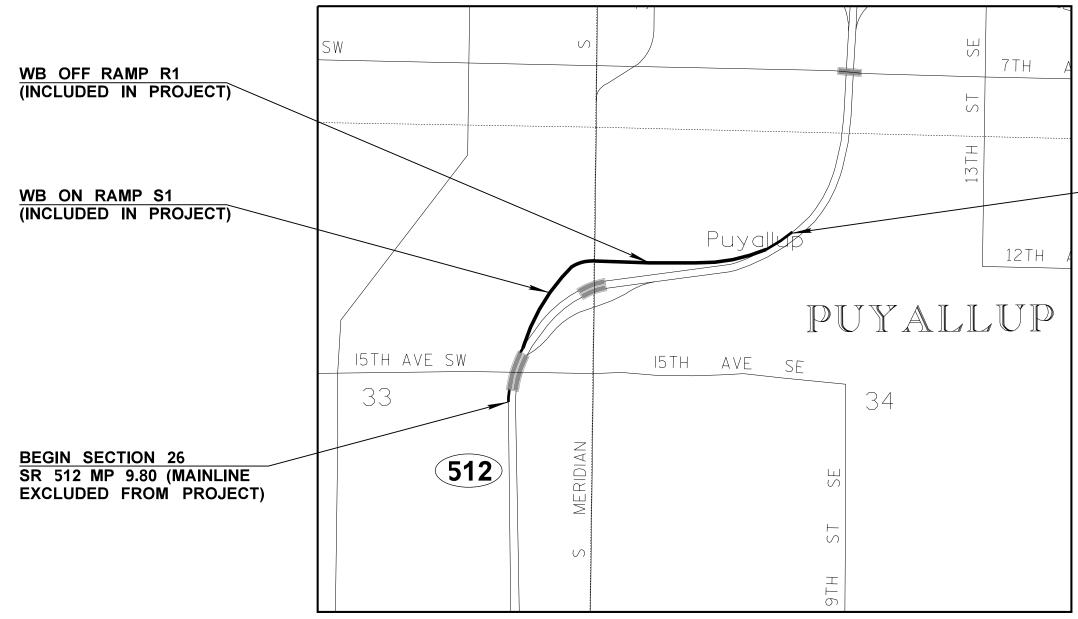
_		
0	500	100
	SCALE IN	FEET

S FILE NAME	c:\users\pleterh\pw_wsdot\d0531638\XL6593_PS_SM_025.dgn					assessa.				
Ž TIME	11:48:39 AM			REGION STATE	FED.AID PROJ.NO.	SE WASVE				PLAN REF NO
DATE	4/6/2023			10 WASH	1					SM025
≥ PLOTTED BY	pieterh			10 WASI	9999(897)	1 2100 PA 2100			OR - REGION WIDE CRACK SEALING	Cinozo
DESIGNED BY	P. CHAO			22C512	3333(837)	All Market Hall		Washington State		SHEET
ENTERED BY	E. GWERENGWE			220312		40730 CA REGISTER ED TO		9		33
E CHECKED BY	A. BYRD			CONTRACT NO.	LOCATION NO.	SOONAL ENG		Department of Transportation		OF
PROJ. ENGR.	V. HALL				XL6593	SEE SHEET CT001 DATE	——————————————————————————————————————	-	SECTION MAPS	117 SHEETS
REGIONAL ADM.	S. ROARK REVISION	DATE	BY	<b>′</b>		P.E. STAMP BOX	P.E. STAMP BOX		OLOTION MAIO	SHEETS

PIERCE COUNTY

SECTION 26

SR 512 / MERIDIAN ST INTERCHANGE



END SECTION 26
SR 512 MP 10.50 (MAINLINE EXCLUDED FROM PROJECT)

0 500 1000 SCALE IN FEET

#### NOTE

- 1. NO BRIDGES ARE INCLUDED IN THIS SECTION.
- 2. AUXILIARY RIGHT AND LEFT TURN LANES AT INTERSECTIONS ARE EXCLUDED FROM CRACK SEALING. ALL RAMP LANES REGARDLESS OF DIRECTION ARE INCLUDED UNLESS OTHERWISE NOTED.
- 3. CRACK SEAL LIMITS ARE FOR STRIPED LANES ONLY,
  NO SHOULDERS INCLUDED. MAINLINE LANES ARE 12 FEET WIDE AND
  RAMP LANES VARY FROM 14-16 FEET WIDE UNLESS OTHERWISE NOTED.
  EXACT BEGINNING AND ENDING LIMITS MAY BE MODIFIED
  AT THE TIME OF CONSTRUCTION BY THE ENGINEER.
- 4. CRACK SEALING OF OFF RAMPS SHALL END AT THE STOP BARS OF CROSSROAD EDGE LINE UNLESS THE CROSSROAD IS BEING CRACK SEALED AS PART OF THE PROJECT.

#### LEGEND:

(1) CRACK SEALING 1/4 INCH TO 1 INCH IN WIDTH

2 CRACK SEALING GREATER THAN 1 INCH IN WIDTH

SECTION	SR	SR MAINLINE AND RAMPS	MP TO MP	DIRECTION LANES	1	2
26 512	E10	WB OFF RAMP 512 R1 01036	0.00 TO 0.26		0.26 LM	
	512	WB ON RAMP 512 S1 00979	0.00 TO 0.33		0.33 LM	

FILE NAME	c:\users\pleterh\pw_wsdot\d05	31638\XL6593_PS_SM_026.dgn					
TIME	11:49:36 AM				REGION NO.	STATE	FED.AID PROJ.NO.
DATE	4/6/2023					WASH	
PLOTTED BY	pieterh				יי ן	WASH	9999(897)
DESIGNED BY	P. CHAO				JOB N	UMBER 512	3333(631)
ENTERED BY	E. GWERENGWE				ا حدر	,312	
CHECKED BY	A. BYRD				CONTR	ACT NO.	LOCATION NO.
PROJ. ENGR.	V. HALL				1		XL6593
REGIONAL ADM.	S. ROARK	REVISION	DATE	BY			



Washington State Department of Transportation	

DATE

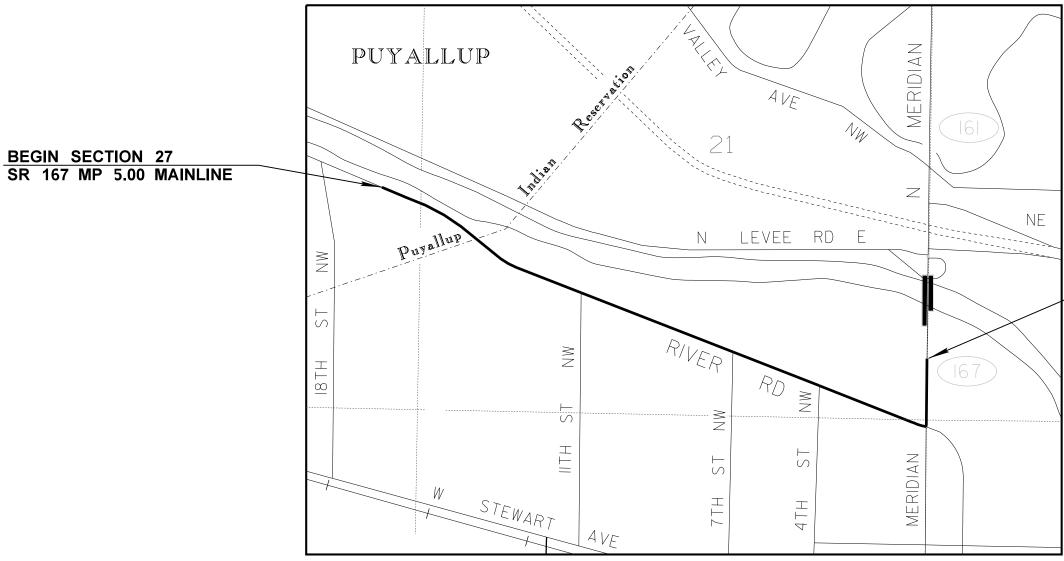
OR - REGION WIDE CRACK SEALING	SM026
	SHEET

SECTION MAPS

34 0F 117 SHEETS

PLAN REF NO

PIERCE COUNTY SECTION 27



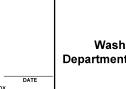
\*PAVEMENT EXCAVATION SHALL BE 0.25 FT. DEEP.

	SECTION	SR	SR MAINLINE AND RAMPS	3	4
	27	167	167 MAINLINE	66.67 S.Y.	11.40 TON
27	167	167 MAINLINE	8.89 S.Y.	1.50 TON	

SECTION	SR	SR MAINLINE AND RAMPS	MP TO MP	DIRECTION	LANES	1	2
27	167	167 MAINLINE	5.00 TO 6.36B	DECREASING	LT. / RT.	2.72 LM	600 FT

c:\users\pleterh\pw\_wsdot\d0531638\XL6593\_PS\_SM\_027.dgn FILE NAME FED.AID PROJ.NO. TIME 11:50:40 AM DATE 4/6/2023 10 WASH PLOTTED BY pieterh 9999(897) DESIGNED BY P. CHAO 22C512 ENTERED BY E. GWERENGWE CONTRACT NO. CHECKED BY A. BYRD LOCATION NO. XL6593 PROJ. ENGR. V. HALL REGIONAL ADM. S. ROARK REVISION DATE BY





## Washington State Department of Transportation

OR - REGION WIDE CRACK SEALING

PLAN REF NO

SM027

35 of 117 SHEETS SECTION MAPS

LEGEND:

(1) CRACK SEALING 1/4 INCH TO 1 INCH IN WIDTH

**END SECTION 27** 

(2) CRACK SEALING GREATER THAN 1 INCH IN WIDTH

SR 167 MP 6.36B MAINLINE

(3) PAVEMENT REPAIR EXCAVATION INCL. HAUL

HMA FOR PAVEMENT REPAIR CL 1/2 IN. PG 58H-22

500 1000 SCALE IN FEET

#### NOTE:

1. NO BRIDGES ARE INCLUDED IN THIS SECTION.

3. CRACK SEAL LIMITS ARE FOR STRIPED LANES ONLY,

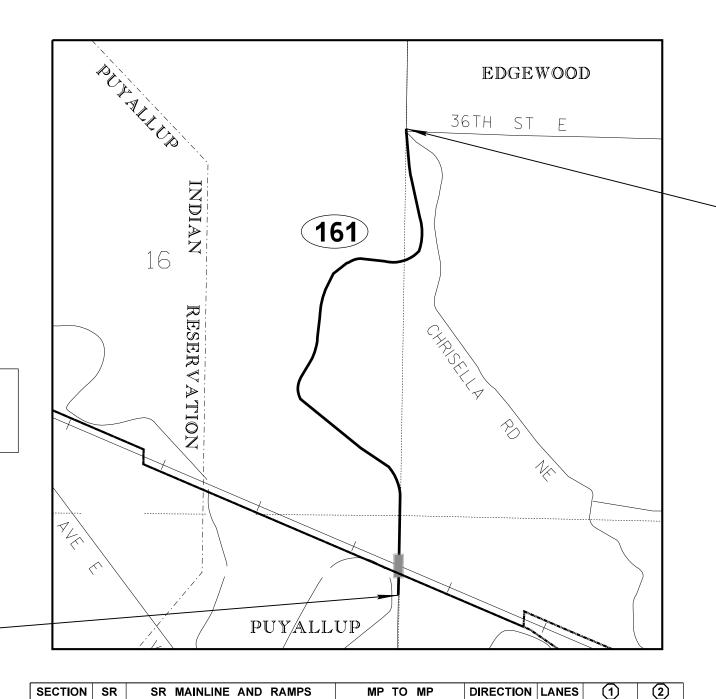
EXACT BEGINNING AND ENDING LIMITS MAY BE MODIFIED AT THE TIME OF CONSTRUCTION BY THE ENGINEER.

2. AUXILIARY RIGHT AND LEFT TURN LANES AT INTERSECTIONS ARE EXCLUDED FROM CRACK SEALING. ALL RAMP LANES REGARDLESS OF DIRECTION ARE INCLUDED UNLESS OTHERWISE NOTED.

NO SHOULDERS INCLUDED MAINLINE LANES ARE 12 FEET WIDE AND RAMP LANES VARY FROM 14-16 FEET WIDE UNLESS OTHERWISE NOTED.

PIERCE COUNTY

SECTION 28



END SECTION 28
SR 161 MP 31.57 MAINLINE

0 500 1000 SCALE IN FEET

NOTE:

1. NO BRIDGES ARE INCLUDED IN THIS SECTION.

- 2. AUXILIARY RIGHT AND LEFT TURN LANES AT INTERSECTIONS ARE EXCLUDED FROM CRACK SEALING. ALL RAMP LANES REGARDLESS OF DIRECTION ARE INCLUDED UNLESS OTHERWISE NOTED.
- 3. CRACK SEAL LIMITS ARE FOR STRIPED LANES ONLY,
  NO SHOULDERS INCLUDED MAINLINE LANES ARE 12 FEET WIDE AND
  RAMP LANES VARY FROM 14-16 FEET WIDE UNLESS OTHERWISE NOTED.
  EXACT BEGINNING AND ENDING LIMITS MAY BE MODIFIED
  AT THE TIME OF CONSTRUCTION BY THE ENGINEER.

FILE N	IAME	c:\users\pleterh\pw_wsdot\d0531638\XL6593_PS_SM_028.dgn								
TIME		11:51:39 AM				REGION NO.	STATE	FED.AID PROJ.NO.	l	
DATE		4/6/2023				10	WASH		L	
PLOTTI	ED BY	pieterh				יי ן	WASH	9999(897)		
DESIGN	NED BY	P. CHAO				JOB I	C512	9999(091)	1	
ENTER	ED BY	E. GWERENGWE				220	7312			
CHECK	ED BY	A. BYRD				CONT	RACT NO.	LOCATION NO.		
PROJ. I	ENGR.	V. HALL						XL6593		
REGION	NAL ADM.	S. ROARK	REVISION	DATE	BY				L	

161

28

161 MAINLINE

LEGEND:

(1) CRACK SEALING 1/4 INCH TO 1 INCH IN WIDTH

**BEGIN SECTION 28** 

SR 161 MP 30.04 MAINLINE

(2) CRACK SEALING GREATER THAN 1 INCH IN WIDTH



вотн

ALL 4.09 LM

DATE

30.04 TO 31.57



SECTION MAPS

SHEET

36

OF

117

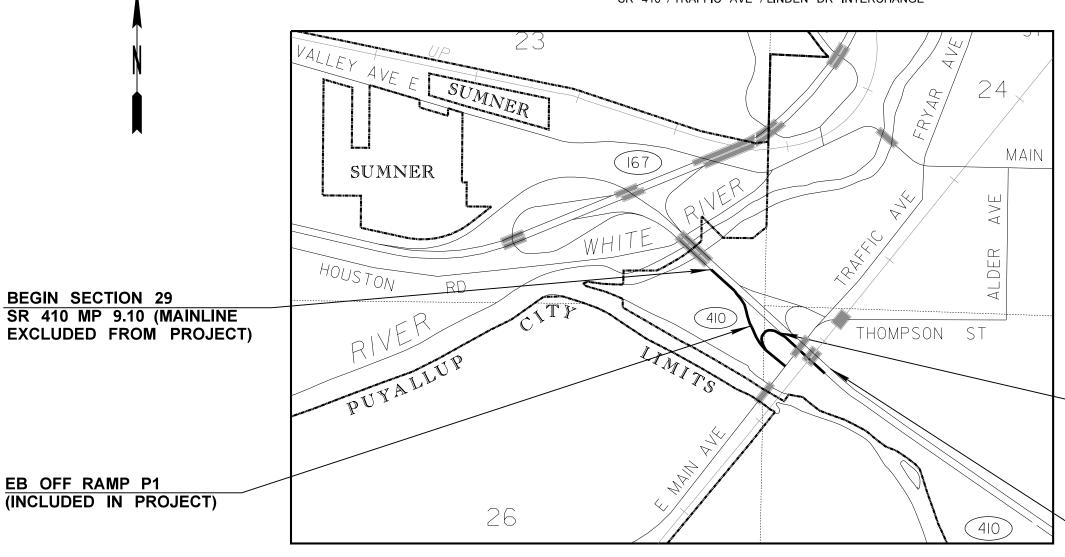
SHEETS

PLAN REF NO SM028

PIERCE COUNTY

SECTION 29

SR 410 / TRAFFIC AVE / LINDEN DR INTERCHANGE



#### NOTE:

- 1. NO BRIDGES ARE INCLUDED IN THIS SECTION.
- 2. AUXILIARY RIGHT AND LEFT TURN LANES AT INTERSECTIONS ARE EXCLUDED FROM CRACK SEALING. ALL RAMP LANES REGARDLESS OF DIRECTION ARE INCLUDED UNLESS OTHERWISE NOTED.
- 3. CRACK SEAL LIMITS ARE FOR STRIPED LANES ONLY, NO SHOULDERS INCLUDED. MAINLINE LANES ARE 12 FEET WIDE AND RAMP LANES VARY FROM 14-16 FEET WIDE UNLESS OTHERWISE NOTED. EXACT BEGINNING AND ENDING LIMITS MAY BE MODIFIED AT THE TIME OF CONSTRUCTION BY THE ENGINEER.
- 4. ALL PAVEMENT REPAIR LIMITS AND LOCATIONS WILL BE DEFINED AT THE TIME OF CONSTRUCTION BY THE ENGINEER.
- 5. CRACK SEALING OF OFF RAMPS SHALL END AT THE STOP BARS OF CROSSROAD EDGE LINE UNLESS THE CROSSROAD IS BEING CRACK SEALED AS PART OF THE PROJECT.

EB ON RAMP Q5
(INCLUDED IN PROJECT)

END SECTION 29
SR 410 MP 9.53 (MAINLINE EXCLUDED FROM PROJECT)

#### LEGEND:

- (1) CRACK SEALING 1/4 INCH TO 1 INCH IN WIDTH
- 2 CRACK SEALING GREATER THAN 1 INCH IN WIDTH
- (3) PAVEMENT REPAIR EXCAVATION INCL. HAUL
- (4) HMA FOR PAVEMENT REPAIR CL 1/2 IN. PG 58H-22

\*PAVEMENT EXCAVATION SHALL BE 0.25 FT DEEP.

SECTION	SR	SR MAINLINE AND RAMPS	3	4
29	410	EB ON RAMP 410 Q5 00953	17.78 S.Y.	3.00 TON

SECTION	SR	SR MAINLINE AND RAMPS	MP TO MP	DIRECTION LANES	1	2
29 410	410	EB OFF RAMP 410 P1 00911	0.00 TO 0.20		0.20 LM	
	410	EB ON RAMP 410 Q5 00953	0.00 TO 0.37		0.37 LM	100 FT

ş	FILE NAME	c:lusers\pleterh\pw_wsdot\d0531638\XL6593_PS_SM_029.dgn								
چ	TIME	11:52:50 AM				REGION NO.	STATE	FED.AID PROJ.NO.	ı	
4	DATE	4/6/2023				10	WASH		ı	
È	PLOTTED BY	pieterh				יי ן	WASH	0000/907\	ı	
ጟ	DESIGNED BY	P. CHAO					NUMBER	9999(897)		
g	ENTERED BY	E. GWERENGWE				220	C512		ı	
₹	CHECKED BY	A. BYRD				CONT	RACT NO.	LOCATION NO.	ı	
š	PROJ. ENGR.	V. HALL				1		XL6593	l	
	REGIONAL ADM.	S. ROARK	REVISION	DATE	BY	1			ı	



77	
Washington State Department of Transportation	
	ı

1000

500

SCALE IN FEET

OR	- REGION	WIDE	CRACK	SEALING	

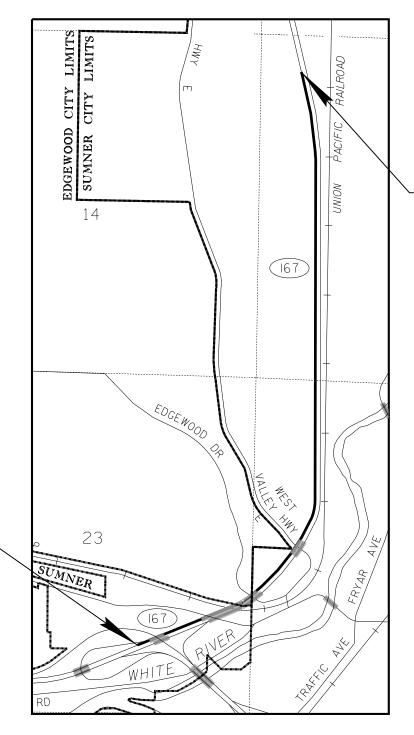
SHEET 37 OF 117 SHEETS

SM029

DATE SECTION MAPS

PIERCE COUNTY

SECTION 30



END SECTION 30 SR 167 MP 9.10 MAINLINE

LEGEND:

- (1) CRACK SEALING 1/4 INCH TO 1 INCH IN WIDTH
- 2 CRACK SEALING GREATER THAN 1 INCH IN WIDTH

BEGIN SECTION 30 SR 167 MP 7.00 MAINLINE

#### NOTE:

- 1. NO BRIDGES ARE INCLUDED IN THIS SECTION.
- 2. AUXILIARY RIGHT AND LEFT TURN LANES AT INTERSECTIONS ARE EXCLUDED FROM CRACK SEALING. ALL RAMP LANES REGARDLESS OF DIRECTION ARE INCLUDED UNLESS OTHERWISE NOTED.
- 3. CRACK SEAL LIMITS ARE FOR STRIPED LANES ONLY,
  NO SHOULDERS INCLUDED. MAINLINE LANES ARE 12 FEET WIDE AND
  RAMP LANES VARY FROM 14-16 FEET WIDE UNLESS OTHERWISE NOTED.
  EXACT BEGINNING AND ENDING LIMITS MAY BE MODIFIED
  AT THE TIME OF CONSTRUCTION BY THE ENGINEER.

SECTION	SR	SR MAINLINE AND RAMPS	MP TO MP	DIRECTION	LANES	1	2
30	167	167 MAINLINE	7.00 TO 9.10	DECREASING	LT.	1.81 LM	
,	•						

_				
0	7	750	150	0
-	00415	16.1	FFFT	
	SCALE	IN	FEET	

FILE NAME	c:\users\pleterh\pw_wsdot\d05	31638\XL6593_PS_SM_030.dgn					
TIME	11:54:29 AM				REGION NO.	STATE	FED.AID PROJ.NO.
DATE	4/6/2023					WASH	
PLOTTED BY	pieterh				ן יי ן	WASH	9999(897)
DESIGNED BY	P. CHAO				JOB NI 22C	JMBER	3333(031)
ENTERED BY	E. GWERENGWE				220	312	
CHECKED BY	A. BYRD				CONTRA	ACT NO.	LOCATION NO.
PROJ. ENGR.	V. HALL						XL6593
REGIONAL ADM	S ROARK	REVISION	DATE	BV	1		



77	
Washington State Department of Transportation	
•	Γ

DATE

OR - REGION WIDE CR	RACK SEALING	SM030
		SHEET <b>38</b>

| SHEET 38 | OF 117 | SHEETS

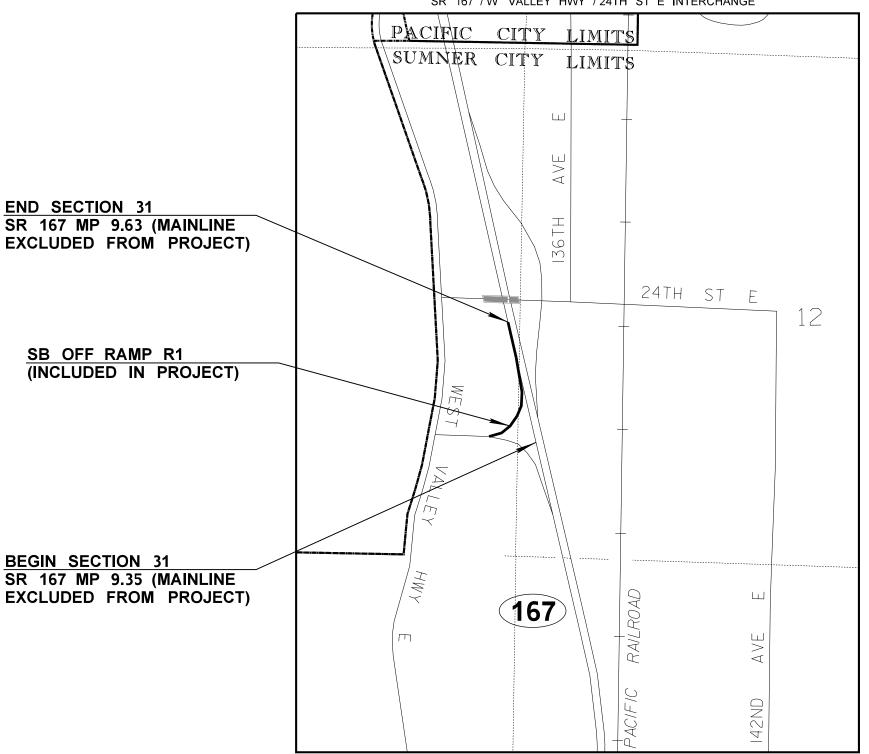
# T.20N. R.4E. W.M.

PIERCE COUNTY

SECTION	SR	SR MAINLINE AND RAMPS	MP TO MP	DIRECTION	LANES	1	2
31	167	SB OFF RAMP 167 R1 00963	0.14 TO 0.27			0.13 LM	

SECTION 31

SR 167 / W VALLEY HWY / 24TH ST E INTERCHANGE





1. NO BRIDGES ARE INCLUDED IN THIS SECTION.

- 2. AUXILIARY RIGHT AND LEFT TURN LANES AT INTERSECTIONS ARE EXCLUDED FROM CRACK SEALING. ALL RAMP LANES REGARDLESS OF DIRECTION ARE INCLUDED UNLESS OTHERWISE NOTED.
- 3. CRACK SEAL LIMITS ARE FOR STRIPED LANES ONLY, NO SHOULDERS INCLUDED. MAINLINE LANES ARE 12 FEET WIDE AND RAMP LANES VARY FROM 14-16 FEET WIDE UNLESS OTHERWISE NOTED. EXACT BEGINNING AND ENDING LIMITS MAY BE MODIFIED AT THE TIME OF CONSTRUCTION BY THE ENGINEER.
- 4. CRACK SEALING OF OFF RAMPS SHALL END AT THE STOP BARS OF CROSSROAD EDGE LINE UNLESS THE CROSSROAD IS BEING CRACK SEALED AS PART OF THE PROJECT.

500 1000 SCALE IN FEET

### LEGEND:

- (1) CRACK SEALING 1/4 INCH TO 1 INCH IN WIDTH
- (2) CRACK SEALING GREATER THAN 1 INCH IN WIDTH

FILE NAME	c:\users\pleterh\pw_wsdot\d05	31638\XL6593_PS_SM_031.dgn					
TIME	11:56:19 AM				REGION NO.	STATE	FED.AID PROJ.NO.
DATE	4/6/2023					WASH	
PLOTTED BY	pieterh				יי ן	WASH	9999(897)
DESIGNED BY	P. CHAO					C512	9999(091)
ENTERED BY	E. GWERENGWE				220	7312	
CHECKED BY	A. BYRD				CONTI	RACT NO.	LOCATION NO.
PROJ. ENGR.	V. HALL						XL6593
REGIONAL ADM.	S. ROARK	REVISION	DATE	BY			





DATE

7/	OR - REGION	WIDE	CRACK	SEALING

SECTION MAPS

SM031
SHEET
OF
117
CHECTO

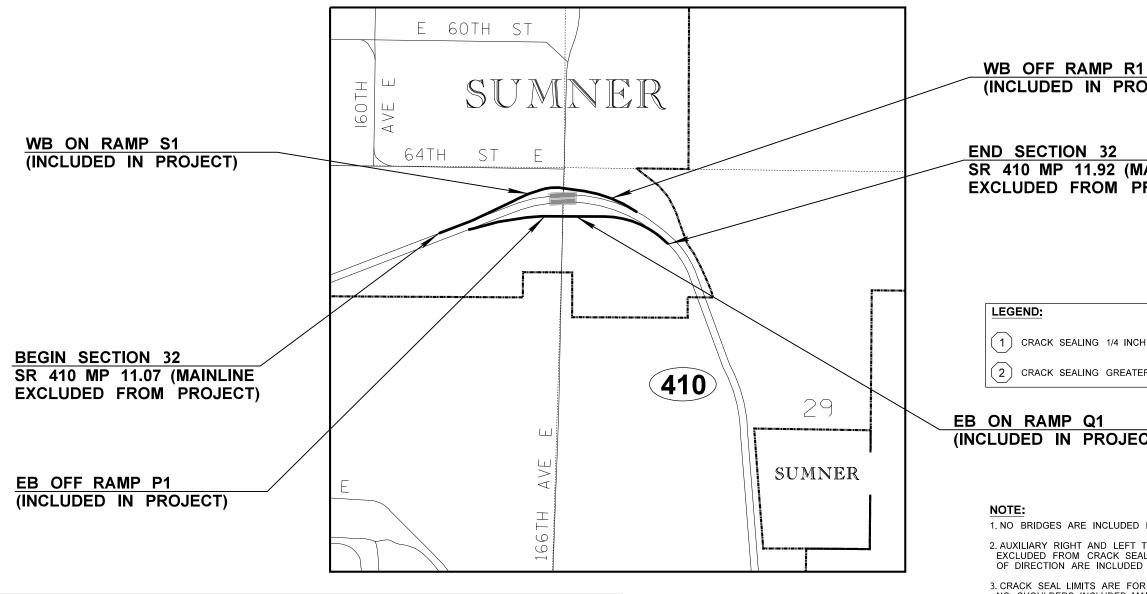
PLAN REF NO

## T.20N. R.5E. W.M.

PIERCE COUNTY

SECTION 32

SR 410 / 166TH AVE INTERCHANGE



	SECTION	SR	SR MAINLINE AND RAMPS	MP TO MP	DIRECTION LANES	1	2
			EB OFF RAMP 410 P1 01127	0.00 TO 0.11		0.11 LM	
20	410	EB ON RAMP 410 Q1 01192	0.00 TO 0.23		0.23 LM		
	32	410	WB OFF RAMP 410 R1 01167	0.00 TO 0.22		0.22 LM	
			WB ON RAMP 410 S1 01107	0.00 TO 0.26		0.26 LM	

SECTION	SR	SR MAINLINE AND RAMPS	3	4
32	410	WB OFF RAMP 410 R1 01167	27.50 S.Y.	0.50 TON

500 SCALE IN FEET (INCLUDED IN PROJECT)

SR 410 MP 11.92 (MAINLINE **EXCLUDED FROM PROJECT)** 

- (1) CRACK SEALING 1/4 INCH TO 1 INCH IN WIDTH
- (2) CRACK SEALING GREATER THAN 1 INCH IN WIDTH

(INCLUDED IN PROJECT)

- 1. NO BRIDGES ARE INCLUDED IN THIS SECTION.
- 2. AUXILIARY RIGHT AND LEFT TURN LANES AT INTERSECTIONS ARE EXCLUDED FROM CRACK SEALING. ALL RAMP LANES REGARDLESS OF DIRECTION ARE INCLUDED UNLESS OTHERWISE NOTED.
- 3. CRACK SEAL LIMITS ARE FOR STRIPED LANES ONLY, NO SHOULDERS INCLUDED MAINLINE LANES ARE 12 FEET WIDE AND RAMP LANES VARY FROM 14-16 FEET WIDE UNLESS OTHERWISE NOTED. EXACT BEGINNING AND ENDING LIMITS MAY BE MODIFIED AT THE TIME OF CONSTRUCTION BY THE ENGINEER.
- 4. ALL PAVEMENT REPAIR LIMITS AND LOCATIONS WILL BE DEFINED AT THE TIME OF CONSTRUCTION BY THE ENGINEER.
- 5. CRACK SEALING OF OFF RAMPS SHALL END AT THE STOP BARS OF CROSSROAD EDGE LINE UNLESS THE CROSSROAD IS BEING CRACK SEALED AS PART OF THE PROJECT.

FILE NAME	c:\users\pleterh\pw_wsdot\d0531638\XL6593_PS_SM_032.dgn							
TIME	11:57:26 AM				REGION NO.	STATE	FED.AID PROJ.NO.	١.
DATE	4/6/2023					WASH		<b>'</b>
PLOTTED BY	pieterh				ן יי ן	WASH	9999(897)	1
DESIGNED BY	P. CHAO				22C	JMBER E 4 2	9999(091)	ľ
ENTERED BY	E. GWERENGWE				220	312		l
CHECKED BY	A. BYRD				CONTRA	ACT NO.	LOCATION NO.	l
PROJ. ENGR.	V. HALL						XL6593	l
REGIONAL ADM.	S. ROARK	REVISION	DATE	BY				







OR - REGION WIDE CRACK SEALING

SM032 40 of 117 SHEETS

LEGEND: (1) CRACK SEALING 1/4 INCH TO 1 INCH IN WIDTH

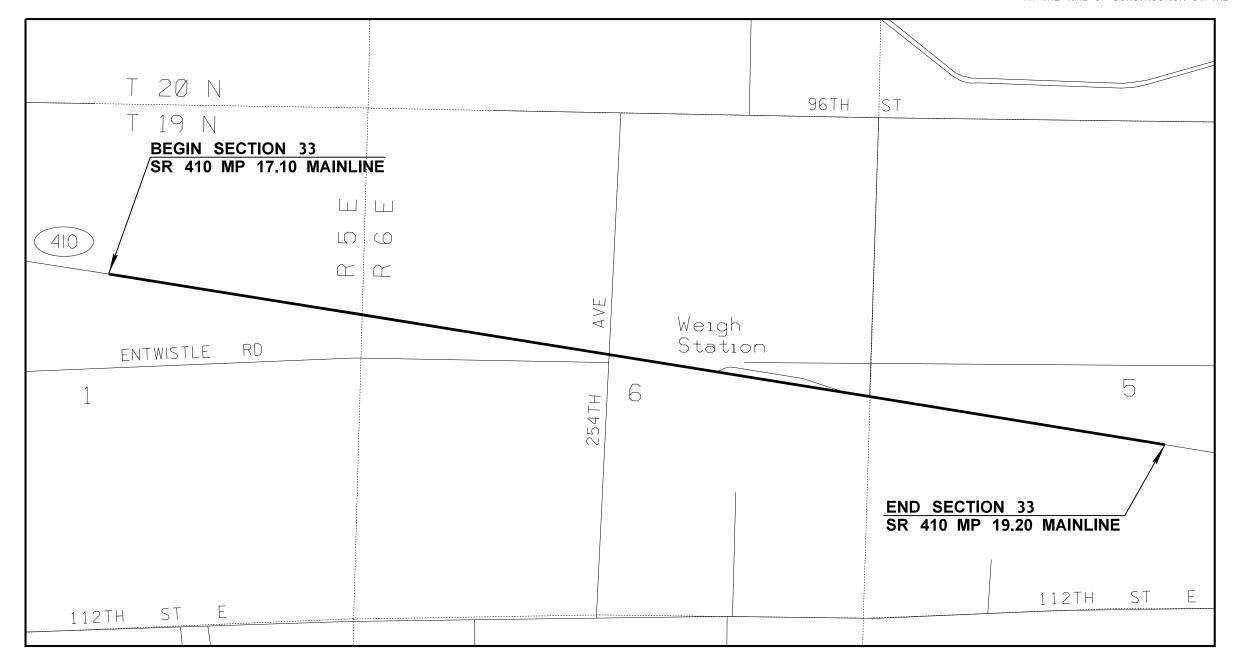
2 CRACK SEALING GREATER THAN 1 INCH IN WIDTH

# T.19N. R.6E. W.M.

PIERCE COUNTY

SECTION 33

- 1. NO BRIDGES ARE INCLUDED IN THIS SECTION.
- 2. AUXILIARY RIGHT AND LEFT TURN LANES AT INTERSECTIONS ARE EXCLUDED FROM CRACK SEALING. ALL RAMP LANES REGARDLESS OF DIRECTION ARE INCLUDED UNLESS OTHERWISE NOTED.
- 3. CRACK SEAL LIMITS ARE FOR STRIPED LANES ONLY, NO SHOULDERS INCLUDED. MAINLINE LANES ARE 12 FEET WIDE AND RAMP LANES VARY FROM 14-16 FEET WIDE UNLESS OTHERWISE NOTED. EXACT BEGINNING AND ENDING LIMITS MAY BE MODIFIED AT THE TIME OF CONSTRUCTION BY THE ENGINEER.



SECTION	SR	SR MAINLINE AND RAMPS	MP TO MP	DIRECTION	LANES	1	2
33	410	410 MAINLINE	17.10 TO 19.20	BOTH	ALL	4.20 LM	150 FT

_		
_	- -	1000
0	500	1000
	SCALE IN	FEET

DATE

FILE NAME	c:\users\pleterh\pw_wsdot\d05	31638\XL6593_PS_SM_033.dgn						Г
TIME	11:58:29 AM				REGION NO.	STATE	FED.AID PROJ.NO.	L
DATE	4/6/2023					WASH		<b>'</b>
PLOTTED BY	pieterh				10	WASH	9999(897)	
DESIGNED BY	P. CHAO					UMBER 512	9999(091)	ľ
ENTERED BY	E. GWERENGWE				220	,512		l
CHECKED BY	A. BYRD				CONTR	ACT NO.	LOCATION NO.	1
PROJ. ENGR.	V. HALL						XL6593	l
REGIONAL ADM	S ROARK	REVISION	DATE	RY				1





OR - REGION	WIDE	CRACK	SEALING	
				Г

SECTION MAPS

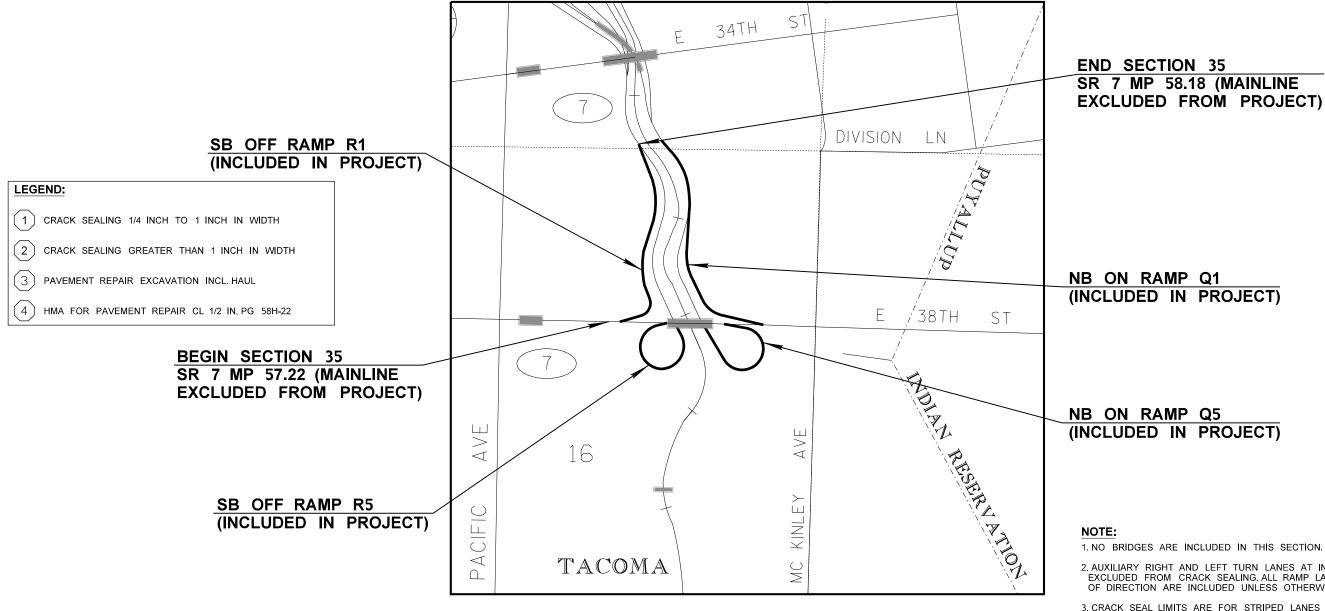
SHEET 41 117 SHEETS

# T.20N. R.3E. W.M.

PIERCE COUNTY

SECTION 35

SR 7 / S 38TH ST JUNCTION



0	500	1000
	SCALE IN	FEET

SECTION	SR	SR MAINLINE AND RAMPS	MP TO MP	DIRECTION LANES	1	2
		NB ON RAMP 007 Q1 05799	0.00 TO 0.28		0.28 LM	
35	007	NB ON RAMP 007 Q5 05782	0.00 TO 0.34		0.34 LM	
33	007	SB OFF RAMP 007 R1 05818	0.00 TO 0.45		0.45 LM	
		SB OFF RAMP 007 R5 05781	0.04 TO 0.30		0.26 LM	

\*PAVEMENT EXCAVATION SHALL BE 0.25 FT. DEEP.

SECTION	SR	SR MAINLINE AND RAMPS	3	4
35	007	SB OFF RAMP 007 R1 05818	8.89 S.Y.	1.50 TON
,				

- 1. NO BRIDGES ARE INCLUDED IN THIS SECTION.
- 2. AUXILIARY RIGHT AND LEFT TURN LANES AT INTERSECTIONS ARE EXCLUDED FROM CRACK SEALING ALL RAMP LANES REGARDLESS OF DIRECTION ARE INCLUDED UNLESS OTHERWISE NOTED.
- 3. CRACK SEAL LIMITS ARE FOR STRIPED LANES ONLY, NO SHOULDERS INCLUDED MAINLINE LANES ARE 12 FEET WIDE AND RAMP LANES VARY FROM 14-16 FEET WIDE UNLESS OTHERWISE NOTED. EXACT BEGINNING AND ENDING LIMITS MAY BE MODIFIED AT THE TIME OF CONSTRUCTION BY THE ENGINEER.
- 4. ALL PAVEMENT REPAIR LIMITS AND LOCATIONS WILL BE DEFINED AT THE TIME OF CONSTRUCTION BY THE ENGINEER.
- 5. CRACK SEALING OF OFF RAMPS SHALL END AT THE STOP BARS OF CROSSROAD EDGE LINE UNLESS THE CROSSROAD IS BEING CRACK SEALED AS PART OF THE PROJECT.

FILE NAME	c:\users\pleterh\pw_wsdot\d0531638\XL6593_PS_SM_035.dgn									
TIME	11:59:30 AM			REGION STATE	FED.AID PROJ.NO.	O SINCENT AL				PLAN REF NO
DATE	4/6/2023			10 WASH						SM035
PLOTTED BY	pieterh				9999(897)	1 / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b> / <b>1</b>			OR - REGION WIDE CRACK SEALING	0035
DESIGNED BY	P. CHAO			22C512	3333(637)	1 ceap Man		Washington State		SHEET
ENTERED BY	E. GWERENGWE			220312		40730 40730		, J. J. J. J. J. J. J. J. J. J. J. J. J.		43
CHECKED BY	A. BYRD			CONTRACT NO.	LOCATION NO.	GONAL ENGLY		Department of Transportation		_ OF
PROJ. ENGR.	V. HALL				XL6593	SEE SHEET CT001	DATE		SECTION MAPS	117 SHEETS
REGIONAL ADM	S ROARK REVISION	DATE	RY	Ī		DE STAMP DOY	DE STAMP DOY		DESTION WATER	SILE IS

## T.20N. R.3E. W.M.

PIERCE COUNTY

SECTION 36

I-5 / I-705 / SR 7 JUNCTION

**END SECTION 36** I-705 MP 0.36 MAINLINE (EXCLUDED FROM PROJECT) TACOMA I-705 SB ON RAMP S1 (EXCLUDED FROM PROJECT) PUYALLUP  $\bigcirc$ I-705 MP 0.03 TO MP 0.17 MAINLINE  $\bigcirc$ (INCLUDED IN PROJECT)  $\mathcal{D}$ I-5 SB ON RAMP S3 (INCLUDED IN PROJECT) 30TH SR 7 OFF TO I-5 SB ON RAMP S2 (INCLUDED IN PROJECT)

500 1000 SCALE IN FEET

**BEGIN SECTION 36** 

SR 7 MP 58.25 MAINLINE

(EXCLUDED FROM PROJECT)

\*PAVEMENT EXCAVATION SHALL BE 0.25 FT. DEEP.

SECTION	SR	SR MAINLINE AND RAMPS	3	4
	005	SB OFF RAMP 005 R3 13418	15.56 S.Y.	2.70 TON
36	005	SB ON RAMP 005 S3 13329	31.11 S.Y.	5.30 TON
	005	NB ON RAMP 705 Q2 13414	5.33 S.Y.	0.90 TON

SECTION	SR	SR MAINLINE AND RAMPS	MP TO MP	DIRECTION	LANES	1	2
		NB ON RAMP 005 Q2 13414	0.00 TO 0.05			0.10 LM	
		SB OFF RAMP 005 R1 13418	0.33 TO 0.35			0.04 LM	
	005	SB OFF RAMP 005 R3 13418	0.07 TO 0.30			0.46 LM	200 FT
		SB ON RAMP 005 S2 13329	0.02 TO 0.17			0.15 LM	
		SB ON RAMP 005 S3 13329	0.00 TO 0.08			0.08 LM	
36	705	NB OFF RAMP 705 P1 00006	0.18 TO 0.24			0.06 LM	
	705	SB ON RAMP 705 S1 00010	0.00 TO 0.18			0.18 LM	400 FT
	705	705 MAINLINE	0.03 TO 0.17 DEC	DECREASING	ALL	0.28 LM	
	705	705 MAINLINE	0.02 TO 0.07	INCREASING	ALL	0.10 LM	
	007	007 MAINLINE	58.31 TO 58.56	DECREASING	ALL	0.25 LM	
	007	007 MAINLINE	58.43 TO 58.54	INCREASING	ALL	0.11 LM	

 $\overline{7}$ 

I5 SB OFF RAMP P1 (INCLUDED IN PROJECT)

I-5 SB OFF RAMP R3 (INCLUDED IN PROJECT)

> I-5 NB OFF TO I-705 NB ON RAMP R1 (INCLUDED IN PROJECT)

SR 7 MP 58.31 TO MP 58.56 MAINLINE (INCLUDED IN PROJECT)

### LEGEND:

- (1) CRACK SEALING 1/4 INCH TO 1 INCH IN WIDTH
- (2) CRACK SEALING GREATER THAN 1 INCH IN WIDTH
- (3) PAVEMENT REPAIR EXCAVATION INCL. HAUL
- HMA FOR PAVEMENT REPAIR CL 1/2 IN. PG 58H-22

#### NOTE:

I-5 NB ON RAMP Q2

(INCLUDED IN PROJECT)

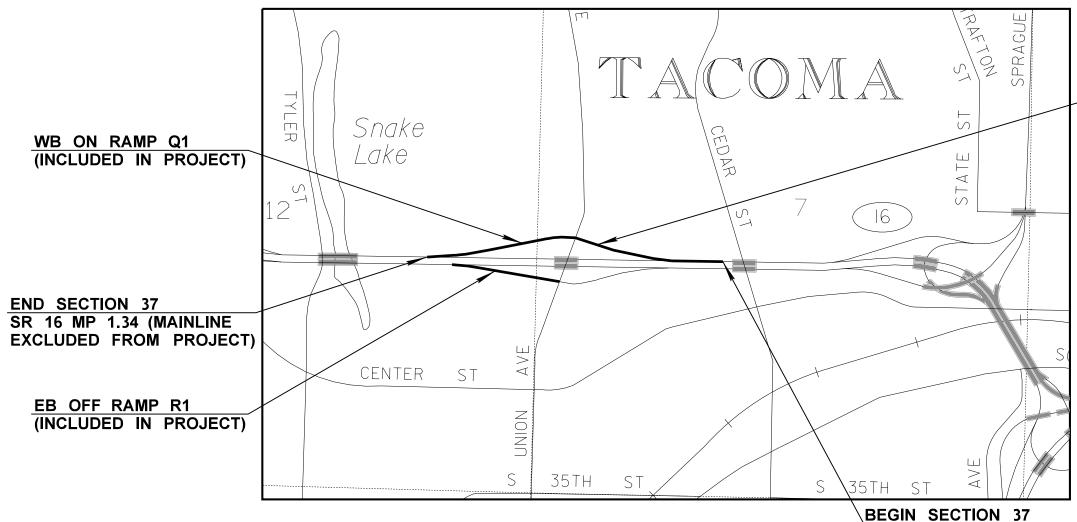
- 1. NO BRIDGES ARE INCLUDED IN THIS SECTION.
- 2. AUXILIARY RIGHT AND LEFT TURN LANES AT INTERSECTIONS ARE EXCLUDED FROM CRACK SEALING ALL RAMP LANES REGARDLESS OF DIRECTION ARE INCLUDED UNLESS OTHERWISE NOTED.
- 3. CRACK SEAL LIMITS ARE FOR STRIPED LANES ONLY, NO SHOULDERS INCLUDED MAINLINE LANES ARE 12 FEET WIDE AND RAMP LANES VARY FROM 14-16 FEET WIDE UNLESS OTHERWISE NOTED. EXACT BEGINNING AND ENDING LIMITS MAY BE MODIFIED AT THE TIME OF CONSTRUCTION BY THE ENGINEER.
- 4. ALL PAVEMENT REPAIR LIMITS AND LOCATIONS WILL BE DEFINED AT THE TIME OF CONSTRUCTION BY THE ENGINEER.
- 5. CRACK SEALING OF OFF RAMPS SHALL END AT THE STOP BARS OF CROSSROAD EDGE LINE UNLESS THE CROSSROAD IS BEING CRACK SEALED AS PART OF THE PROJECT.

FILE NAME	c:\users\pleterh\pw_wsdot\d0531638\XL6593_PS_SM_036.dgn									
Ž TIME	12:00:45 PM		REGI	GION STATE	FED.AID PROJ.NO.	WAST				PLAN REF NO
DATE	4/6/2023		1	10 WASH		W YEAR TO THE REAL PROPERTY OF THE PARTY OF				SM036
≥ PLOTTED BY	pieterh			IU WASH	9999(897)	1/11(*/ <b>)</b> ************************************			OR - REGION WIDE CRACK SEALING	O.M.O.S.O
DESIGNED BY	P. CHAO		Jo	22C512	3333(031)	Hall Hall		Washington State		SHEET
ENTERED BY	E. GWERENGWE		2	220312		40730 40730		3		44
E CHECKED BY	A. BYRD		co	CONTRACT NO.	LOCATION NO.	SOONAL ENGIN		Department of Transportation		OF
PROJ. ENGR.	V. HALL				XL6593	SEE SHEET CT001	DATE		SECTION MAPS	117 SHEETS
REGIONAL ADM	S ROARK REVISION	DATE	RY			DE STAMP POY	DE STAMP DOY		SECTION WATER	SHEETS

PIERCE COUNTY

SECTION 37

SR 16 / UNION AVE INTERCHANGE



WB OFF RAMP P1 (INCLUDED IN PROJECT)

#### NOTE:

- 1. NO BRIDGES ARE INCLUDED IN THIS SECTION.
- 2. AUXILIARY RIGHT AND LEFT TURN LANES AT INTERSECTIONS ARE EXCLUDED FROM CRACK SEALING. ALL RAMP LANES REGARDLESS OF DIRECTION ARE INCLUDED UNLESS OTHERWISE NOTED.
- 3. CRACK SEAL LIMITS ARE FOR STRIPED LANES ONLY, NO SHOULDERS INCLUDED MAINLINE LANES ARE 12 FEET WIDE AND RAMP LANES VARY FROM 14-16 FEET WIDE UNLESS OTHERWISE NOTED. EXACT BEGINNING AND ENDING LIMITS MAY BE MODIFIED AT THE TIME OF CONSTRUCTION BY THE ENGINEER.
- 4. ALL PAVEMENT REPAIR LIMITS AND LOCATIONS WILL BE DEFINED AT THE TIME OF CONSTRUCTION BY THE ENGINEER.
- 5. CRACK SEALING OF OFF RAMPS SHALL END AT THE STOP BARS OF CROSSROAD EDGE LINE UNLESS THE CROSSROAD IS BEING CRACK SEALED AS PART OF THE PROJECT.

SECTION	SR	SR MAINLINE AND RAMPS	MP TO MP	DIRECTION LANES	(1)	(2)
		WB OFF RAMP 016 P1 00076	0.30 TO 0.41		0.22 LM	
37	016	WB ON RAMP 016 Q1 00162	0.02 TO 0.19		0.17 LM	
		EB OFF RAMP 016 R1 00141	0.10 TO 0.23		0.13 LM	

SECTION SR SR MAINLINE AND RAMPS 37 | 016 | WB OFF RAMP 016 P1 00076 0.89 S.Y. 0.20 TON

\*PAVEMENT EXCAVATION SHALL BE 0.25 FT. DEEP.

500 1000 SCALE IN FEET

SR 16 MP 0.76 (MAINLINE **EXCLUDED FROM PROJECT)** 

DATE

#### LEGEND:

- (1) CRACK SEALING 1/4 INCH TO 1 INCH IN WIDTH
- (2) CRACK SEALING GREATER THAN 1 INCH IN WIDTH
- (3) PAVEMENT REPAIR EXCAVATION INCL. HAUL
- HMA FOR PAVEMENT REPAIR CL 1/2 IN. PG 58H-22

FILE NAME	c:\users\pleterh\pw_wsdot\d0531638\XL6593_PS_SM_037.dgn									
TIME	12:02:28 PM				REGION NO.	STATE	FED.AID PROJ.NO.			
DATE	4/6/2023				10	WASH				
PLOTTED BY	pieterh				'0	WASH	9999(897)			
DESIGNED BY	P. CHAO				JOB I	10MBER 2512	9999(091)			
ENTERED BY	E. GWERENGWE				220	,512				
CHECKED BY	A. BYRD				CONTI	RACT NO.	LOCATION NO.			
PROJ. ENGR.	V. HALL						XL6593			
REGIONAL ADM.	S. ROARK	REVISION	DATE	BY						



Washington State Department of Transportation	
•	

G	SEALING	CRACK	WIDE	- REGION	OR	
---	---------	-------	------	----------	----	--

45 117 SHEETS

SM037

PIERCE COUNTY

SECTION 38

SR 16 / JACKSON AVE INTERCHANGE

#### NOTE:

- 1. NO BRIDGES ARE INCLUDED IN THIS SECTION.
- 2. AUXILIARY RIGHT AND LEFT TURN LANES AT INTERSECTIONS ARE EXCLUDED FROM CRACK SEALING. ALL RAMP LANES REGARDLESS OF DIRECTION ARE INCLUDED UNLESS OTHERWISE NOTED.
- 3. CRACK SEAL LIMITS ARE FOR STRIPED LANES ONLY, NO SHOULDERS INCLUDED. MAINLINE LANES ARE 12 FEET WIDE AND RAMP LANES VARY FROM 14-16 FEET WIDE UNLESS OTHERWISE NOTED. EXACT BEGINNING AND ENDING LIMITS MAY BE MODIFIED AT THE TIME OF CONSTRUCTION BY THE ENGINEER.
- 4. ALL PAVEMENT REPAIR LIMITS AND LOCATIONS WILL BE DEFINED AT THE TIME OF CONSTRUCTION BY THE ENGINEER.
- 5. CRACK SEALING OF OFF RAMPS SHALL END AT THE STOP BARS OF CROSSROAD EDGE LINE UNLESS THE CROSSROAD IS BEING CRACK SEALED AS PART OF THE PROJECT.

**END SECTION 38** SR 16 MP 7.31 MAINLINE

EB OFF RAMP R1 (INCLUDED IN PROJECT)

TACOMA 34 17 T H ST WB OFF RAMP P1 (INCLUDED IN PROJECT) EB ON RAMP S1 (INCLUDED IN PROJECT) 6TH AVE

500 1000 SCALE IN FEET

\*PAVEMENT EXCAVATION SHALL BE 0.25 FT. DEEP.

SECTION	SR	SR MAINLINE AND RAMPS	3	4
20	016	016 MAINLINE	1.78 S.Y.	0.30 TON
38	016	016 MAINLINE	4.44 S.Y.	0.80 TON

SECTION	SR	SR MAINLINE AND RAMPS	MP TO MP	DIRECTION L	ANES	<b>(</b>	2
		WB OFF RAMP 016 P1 00438	0.00 TO 0.30			0.30 LM	
38	016	EB OFF RAMP 016 R1 00504	0.00 TO 0.41			0.41 LM	
30	016	EB ON RAMP 016 S1 00415 (HOV)	0.00 TO 0.52			0.52 LM	25 FT
		016 MAINLINE	4.39 TO 7.31	INCREASING L	_T. / RT.	5.84 LM	

### LEGEND:

- (1) CRACK SEALING 1/4 INCH TO 1 INCH IN WIDTH
- 2 CRACK SEALING GREATER THAN 1 INCH IN WIDTH

**BEGIN SECTION 38** 

SR 16 MP 4.39 MAINLINE

- (3) PAVEMENT REPAIR EXCAVATION INCL. HAUL
- HMA FOR PAVEMENT REPAIR CL 1/2 IN. PG 58H-22

FILE NAME	c:\users\pleterh\pw_wsdot\d0531638\XL6593_PS_SM_038.dgn									
Ž TIME	12:03:31 PM			REGION STATE	FED.AID PROJ.NO.	CENT				PLAN REF NO
DATE	4/6/2023			10 WASH						SM038
≥ PLOTTED BY	pieterh				9999(897)	1/11/8/1/8 Shar 01/02			OR - REGION WIDE CRACK SEALING	0.0.00
DESIGNED BY	P. CHAO			22C512	3333(637)	1 The cease the		Washington State		SHEET
ENTERED BY	E. GWERENGWE			220312		40730				46
CHECKED BY	A. BYRD			CONTRACT NO.	LOCATION NO.	SSIONAL ENGIN		Department of Transportation		OF
≧ PROJ. ENGR.	V. HALL				XL6593	SEE SHEET CT001	DATE		SECTION MAPS	117 SHEETS
REGIONAL ADM	S ROARK REVISION	DATE	BV		1	DE STAMP BOY	DE STAND BOY		OLOTION MAIO	1 5

PIERCE COUNTY

SECTION 39

SR 16 / 24TH ST INTERCHANGE

28

NW

END SECTION 39
SR 16 MP 9.19
(EXCLUDED FROM PROJECT)

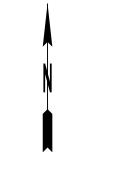
WB ON RAMP Q1 (INCLUDED IN PROJECT)

#### NOTE:

- 1. NO BRIDGES ARE INCLUDED IN THIS SECTION.
- 2. AUXILIARY RIGHT AND LEFT TURN LANES AT INTERSECTIONS ARE EXCLUDED FROM CRACK SEALING. ALL RAMP LANES REGARDLESS OF DIRECTION ARE INCLUDED UNLESS OTHERWISE NOTED.
- 3. CRACK SEAL LIMITS ARE FOR STRIPED LANES ONLY, NO SHOULDERS INCLUDED. MAINLINE LANES ARE 12 FEET WIDE AND RAMP LANES VARY FROM 14-16 FEET WIDE UNLESS OTHERWISE NOTED. EXACT BEGINNING AND ENDING LIMITS MAY BE MODIFIED AT THE TIME OF CONSTRUCTION BY THE ENGINEER.
- 4. ALL PAVEMENT REPAIR LIMITS AND LOCATIONS WILL BE DEFINED AT THE TIME OF CONSTRUCTION BY THE ENGINEER.

SR 16 MP 8.80

BEGIN SECTION 39
SR 16 MP 8.41 MAINLINE
(INCLUDED IN PROJECT)



500

SCALE IN FEET

1000

### LEGEND:

- (1) CRACK SEALING 1/4 INCH TO 1 INCH IN WIDTH
- 2 CRACK SEALING GREATER THAN 1 INCH IN WIDTH
- (3) PAVEMENT REPAIR EXCAVATION INCL. HAUL
- 4 HMA FOR PAVEMENT REPAIR CL 1/2 IN. PG 58H-22

SECTION	SR	SR MAINLINE AND RAMPS	MP TO MP	DIRECTION	LANES	1	2
39	016	WB ON RAMP 016 Q1 00919	0.00 TO 0.42			0.42 LM	
) 39	016	016 MAINLINE	8.41 TO 8.80	INCREASING	ALL**	1.17 LM	350 FT
**EXCLUDES HOV LANE							

**≥** Z

 $\mathbb{A} \vee \mathbb{E}$ 

JAHN

ST

16

24TH

SECT	ION SR	SR MAINLINE AND RAMPS	3	4
39	016	016 MAINLINE	8.89 S.Y.	1.50 TON

DATE

\*PAVEMENT REPAIR EXCAVATION SHALL BE 0.25 FT. DEEP

FILE NAME	c:\users\pleterh\pw_wsdot\d05	31638\XL6593_PS_SM_039.dgn						Г
TIME	12:04:33 PM				REGION NO.	STATE	FED.AID PROJ.NO.	1
DATE	4/6/2023					NASH		<b>'</b>
PLOTTED BY	pieterh				ן יי ן	WASH	9999(897)	1
DESIGNED BY	P. CHAO				22C5	MBER	3333(637)	′
ENTERED BY	E. GWERENGWE				2203	712		i
CHECKED BY	A. BYRD				CONTRAC	CT NO.	LOCATION NO.	i
PROJ. ENGR.	V. HALL				1		XL6593	i
REGIONAL ADM.	S. ROARK	REVISION	DATE	BY	1			i





OR - REGION	WIDE	CRACK	SEALING

SECTION MAPS

s	HEET
	47
	OF
'	117
SI	HEETS

PLAN REF NO SM039

LEGEND: (1) CRACK SEALING 1/4 INCH TO 1 INCH IN WIDTH 2 CRACK SEALING GREATER THAN 1 INCH IN WIDTH **END SECTION 40** SR 16 MP 9.87 (MAINLINE

EB OFF RAMP R1

(INCLUDED IN PROJECT)

# T.21N. R.2E. W.M.

PIERCE COUNTY

SECTION 40

SR 16 / 36TH ST INTERCHANGE

**EXCLUDED FROM PROJECT)** 16 V 36 TH ST NW AVE22TH 32ND ST FOSD, NW <u>≥</u> Z  $\geq$ 014 JAHN

- 1. NO BRIDGES ARE INCLUDED IN THIS SECTION.
- 2. AUXILIARY RIGHT AND LEFT TURN LANES AT INTERSECTIONS ARE EXCLUDED FROM CRACK SEALING. ALL RAMP LANES REGARDLESS OF DIRECTION ARE INCLUDED UNLESS OTHERWISE NOTED.
- 3. CRACK SEAL LIMITS ARE FOR STRIPED LANES ONLY, NO SHOULDERS INCLUDED MAINLINE LANES ARE 12 FEET WIDE AND RAMP LANES VARY FROM 14-16 FEET WIDE UNLESS OTHERWISE NOTED. EXACT BEGINNING AND ENDING LIMITS MAY BE MODIFIED AT THE TIME OF CONSTRUCTION BY THE ENGINEER.
- 4. CRACK SEALING OF OFF RAMPS SHALL END AT THE STOP BARS OF CROSSROAD EDGE LINE UNLESS THE CROSSROAD IS BEING CRACK SEALED AS PART OF THE PROJECT.

SECTION	SR	SR MAINLINE AND RAMPS	MP TO MP	DIRECTION	LANES	1	2
40	016	EB OFF RAMP 016 R1 00987	0.00 TO 0.30			0.30 LM	

	_	_
_		
0	500	1000
	SCALE IN	FEET

9	FILE NAME	c:\users\pleterh\pw_wsdot\d05	31638\XL6593_PS_SM_040.dgn						
◬	TIME	12:05:33 PM				REGION NO.	STATE	FED.AID PROJ.NO.	
5	DATE PLOTTED BY	4/6/2023				10	WASH		
È	PLOTTED BY	pieterh				''	WASH	9999(897)	
ጟ	DESIGNED BY	P. CHAO				JOB N	10MBER 5512	9999(091)	
ğ	DESIGNED BY ENTERED BY CHECKED BY PROJ. ENGR.	E. GWERENGWE				220	,512		
₹	CHECKED BY	A. BYRD				CONTR	RACT NO.	LOCATION NO.	
ĕ	PROJ. ENGR.	V. HALL						XL6593	
	REGIONAL ADM.	S. ROARK	REVISION	DATE	BY				



Washington State Department of Transportation	
	ı

DATE

OR - REGION WIDE CRACK SEALING	SM040
	SHEET

SECTION MAPS

**BEGIN SECTION 40** 

SR 16 MP 9.60 (MAINLINE **EXCLUDED FROM PROJECT)** 

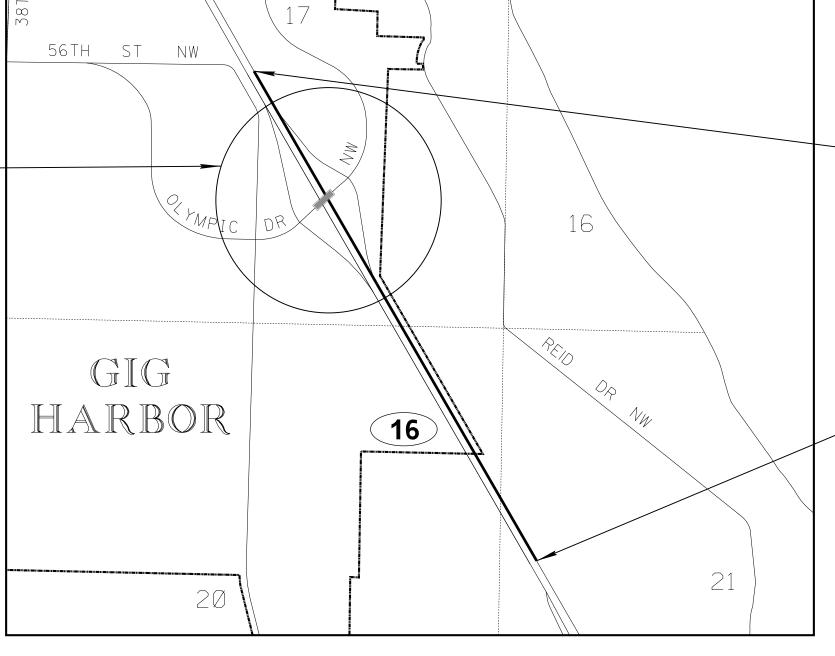
> **48** of 117 SHEETS

PLAN REF NO



PIERCE COUNTY

SECTION 41



\*PAVEMENT REPAIR EXCAVATION SHALL BE 0.25 FT. DEEP

SECTION	SR	SR	MAINLINE	AND	RAMPS	3	4
41	016	016 MAINLINE				20.00 S.Y.	3.40 TON

SECTION	SR	SR MAINLINE AND RAMPS	MP TO MP	DIRECTION	LANES	1	2
41	016	016 MAINLINE	9.90 TO 11.20	INCREASING	LT. / RT.	2.10 LM	

BEGIN SECTION 41
SR 16 MP 11.20 MAINLINE

#### NOTE

1. NO BRIDGES ARE INCLUDED IN THIS SECTION.

- 2. AUXILIARY RIGHT AND LEFT TURN LANES AT INTERSECTIONS ARE EXCLUDED FROM CRACK SEALING. ALL RAMP LANES REGARDLESS OF DIRECTION ARE INCLUDED UNLESS OTHERWISE NOTED.
- 3. CRACK SEAL LIMITS ARE FOR STRIPED LANES ONLY, NO SHOULDERS INCLUDED. MAINLINE LANES ARE 12 FEET WIDE AND RAMP LANES VARY FROM 14-16 FEET WIDE UNLESS OTHERWISE NOTED. EXACT BEGINNING AND ENDING LIMITS MAY BE MODIFIED AT THE TIME OF CONSTRUCTION BY THE ENGINEER.
- 4. ALL PAVEMENT REPAIR LIMITS AND LOCATIONS WILL BE DEFINED AT THE TIME OF CONSTRUCTION BY THE ENGINEER.

BEGIN SECTION 41
SR 16 MP 9.90 MAINLINE

0 500 1000 SCALE IN FEET

#### LEGEND:

- (1) CRACK SEALING 1/4 INCH TO 1 INCH IN WIDTH
- 2 CRACK SEALING GREATER THAN 1 INCH IN WIDTH
- (3) PAVEMENT REPAIR EXCAVATION INCL. HAUL
- 4 HMA FOR PAVEMENT REPAIR CL 1/2 IN. PG 58H-22

Ļ								
ີ	FILE NAME	c:\users\pleterh\pw_wsdot\d05	31638\XL6593_PS_SM_041.dgn					Γ
ξ	TIME	12:06:35 PM				REGION STATE	FED.AID PROJ.NO.	l
ţ	DATE	4/6/2023				10 WASH		1
È	PLOTTED BY	pieterh				IU WASH	9999(897)	
בֻ	DESIGNED BY	P. CHAO				ЈОВ NUMBER 22C512	9999(091)	′
ತ	ENTERED BY	E. GWERENGWE				220312		l
₹	CHECKED BY	A. BYRD				CONTRACT NO.	LOCATION NO.	l
Ѯ	PROJ. ENGR.	V. HALL					XL6593	ı
	REGIONAL ADM.	S. ROARK	REVISION	DATE	BY			

SEE SM042 FOR

INTERCHANGE RAMP WORK

SR 16 OLYMPIC DR



Washington State
Department of Transportation

DATE

OR - REGION WIDE CRACK SEALING

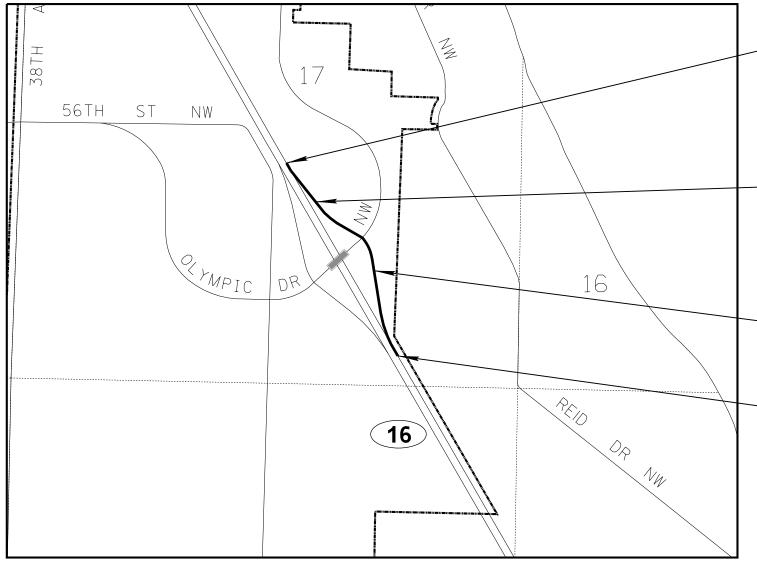
SHEET 49 OF 117 SHEETS

SM041

PIERCE COUNTY

SECTION 42

SR 16 / OLYMPIC DR INTERCHANGE



#### LEGEND:

1) CRACK SEALING 1/4 INCH TO 1 INCH IN WIDTH

 $\left( 2\right)$  CRACK SEALING GREATER THAN 1 INCH IN WIDTH

(3) PAVEMENT REPAIR EXCAVATION INCL. HAUL

4) HMA FOR PAVEMENT REPAIR CL 1/2 IN. PG 58H-22

\*PAVEMENT REPAIR EXCAVATION SHALL BE 0.25 FT. DEEP

SECTION	SR	SR MAINLINE AND RAMPS	3	4
42	016	WB ON RAMP 016 Q1 01119	2.22 S.Y.	0.40 TON

SECTION	SR	SR MAINLINE AND RAMPS	MP TO MP	DIRECTION	LANES	1	2
40	016	WB OFF RAMP 016 P1 01041	0.00 TO 0.36			0.36 LM	
42	016	WB ON RAMP 016 Q1 01119	0.00 TO 0.45			0.45 LM	

END SECTION 42
SR 16 MP 11.19 (MAINLINE EXCLUDED FROM PROJECT)

WB ON RAMP Q1
(INCLUDED IN PROJECT)

WB OFF RAMP P1 (INCLUDED IN PROJECT)

SR 16 MP 10.41 (MAINLINE EXCLUDED FROM PROJECT)

#### NOTE:

- 1. NO BRIDGES ARE INCLUDED IN THIS SECTION.
- 2. AUXILIARY RIGHT AND LEFT TURN LANES AT INTERSECTIONS ARE EXCLUDED FROM CRACK SEALING. ALL RAMP LANES REGARDLESS OF DIRECTION ARE INCLUDED UNLESS OTHERWISE NOTED.
- 3. CRACK SEAL LIMITS ARE FOR STRIPED LANES ONLY, NO SHOULDERS INCLUDED. MAINLINE LANES ARE 12 FEET WIDE AND RAMP LANES VARY FROM 14-16 FEET WIDE UNLESS OTHERWISE NOTED. EXACT BEGINNING AND ENDING LIMITS MAY BE MODIFIED AT THE TIME OF CONSTRUCTION BY THE ENGINEER.
- 4. ALL PAVEMENT REPAIR LIMITS AND LOCATIONS WILL BE DEFINED AT THE TIME OF CONSTRUCTION BY THE ENGINEER.
- 5. CRACK SEALING OF OFF RAMPS SHALL END AT THE STOP BARS OF CROSSROAD EDGE LINE UNLESS THE CROSSROAD IS BEING CRACK SEALED AS PART OF THE PROJECT.

FILE NAME	c:\users\pleterh\pw_wsdot\d05	31638\XL6593_PS_SM_042.dgn								
TIME	12:08:00 PM			REGION STATE	FED.AID PROJ.NO.	WENT				PLAN REF NO
DATE	4/6/2023			10 WASH						SM042
PLOTTED BY	pieterh			IU WASH	9999(897)	11/1/1/1/1/1/1/1/1/1/1/1/1/1/1/1/1/1/1/1			OR - REGION WIDE CRACK SEALING	00-12
DESIGNED BY	P. CHAO			22C512	3333(031)	1 31 Hall		Washington State		SHEET
ENTERED BY	E. GWERENGWE			220312		40730 RECIETES ED		9		50
E CHECKED BY	A. BYRD			CONTRACT NO.	LOCATION NO.	SSIONAL ENGLY		Department of Transportation		OF
PROJ. ENGR.	V. HALL				XL6593	SEE SHEET CT001	DATE		SECTION MAPS	117 SHEETS
REGIONAL ADM	S ROARK	REVISION	DATE	RY		DE STAMP POY	DE STAMP POY		DESTION WATER	SILEETS

500

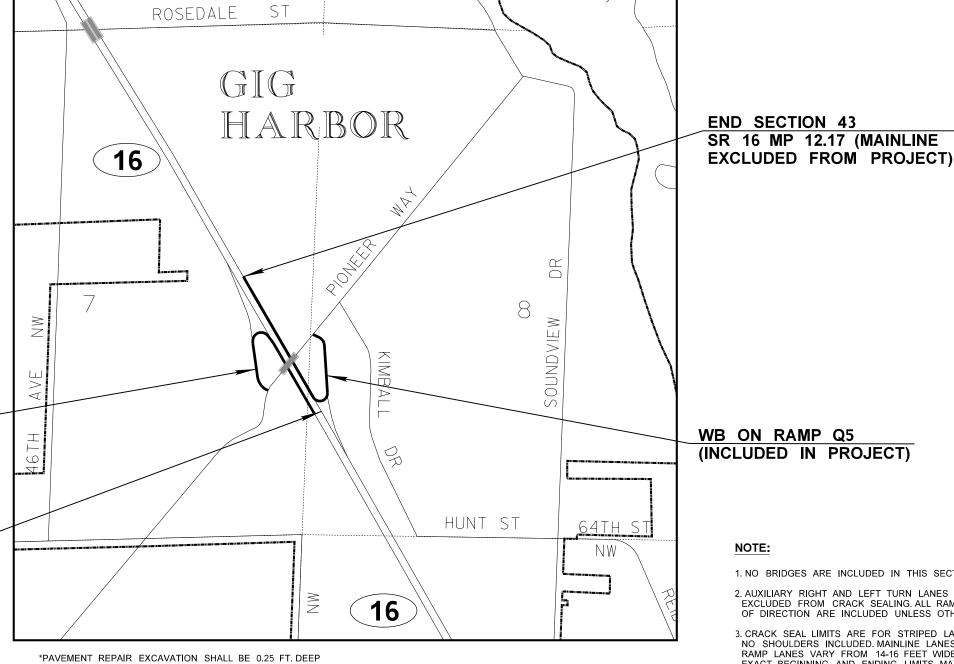
SCALE IN FEET

1000

PIERCE COUNTY

SECTION 43

SR 16 / WOLLOCHET DR - PIONEER WAY INTERCHANGE



#### LEGEND:

- CRACK SEALING 1/4 INCH TO 1 INCH IN WIDTH
- 2 CRACK SEALING GREATER THAN 1 INCH IN WIDTH

**BEGIN SECTION 43** 

**SR 16 MP 11.88 (MAINLINE** 

**EXCLUDED FROM PROJECT)** 

EB ON RAMP S5

(INCLUDED IN PROJECT)

- PAVEMENT REPAIR EXCAVATION INCL. HAUL
- HMA FOR PAVEMENT REPAIR CL 1/2 IN. PG 58H-22

SECTION	SR	SR MAINLINE AND RAMPS	3	4
	016	WB OFF RAMP 016 Q5 01217	6.67 S.Y.	1.10 TON
43	016	EB ON RAMP 016 S5 01188	5.33 S.Y.	0.90 TON
	016	EB ON RAMP 016 S5 01188	16.67 S.Y.	2.80 TON

SECTION	SR	SR MAINLINE AND RAMPS	MP TO MP	DIRECTION LANES	1	2
43	016	WB OFF RAMP 016 Q5 01217	0.00 TO 0.39		0.39 LM	
43		EB ON RAMP 016 S5 01188	0.00 TO 0.35		0.35 LM	

- 1. NO BRIDGES ARE INCLUDED IN THIS SECTION.
- 2. AUXILIARY RIGHT AND LEFT TURN LANES AT INTERSECTIONS ARE EXCLUDED FROM CRACK SEALING. ALL RAMP LANES REGARDLESS OF DIRECTION ARE INCLUDED UNLESS OTHERWISE NOTED.
- 3. CRACK SEAL LIMITS ARE FOR STRIPED LANES ONLY, NO SHOULDERS INCLUDED. MAINLINE LANES ARE 12 FEET WIDE AND RAMP LANES VARY FROM 14-16 FEET WIDE UNLESS OTHERWISE NOTED.
  EXACT BEGINNING AND ENDING LIMITS MAY BE MODIFIED
  AT THE TIME OF CONSTRUCTION BY THE ENGINEER.
- 4. ALL PAVEMENT REPAIR LIMITS AND LOCATIONS WILL BE DEFINED AT THE TIME OF CONSTRUCTION BY THE ENGINEER.

FILE NAME	c:\users\pleterh\pw_wsdot\d05	31638\XL6593_PS_SM_043.dgn				
TIME	12:08:58 PM				REGION STATE	FED.AID PROJ.NO.
DATE	4/6/2023				10 WASH	
PLOTTED BY	pieterh				I IO WASH	9999(897)
DESIGNED BY	P. CHAO				JOB NUMBER 22C512	9999(697)
ENTERED BY	E. GWERENGWE				220312	
CHECKED BY	A. BYRD				CONTRACT NO.	LOCATION NO.
PROJ. ENGR.	V. HALL					XL6593
REGIONAL ADM	S ROARK	REVISION	DATE	RY	Ī	



500

SCALE IN FEET

1000

DATE

<b>7</b>	
Washington State Department of Transportation	

OR - REGION	WIDE	CRACK	SEALING

SECTION MAPS

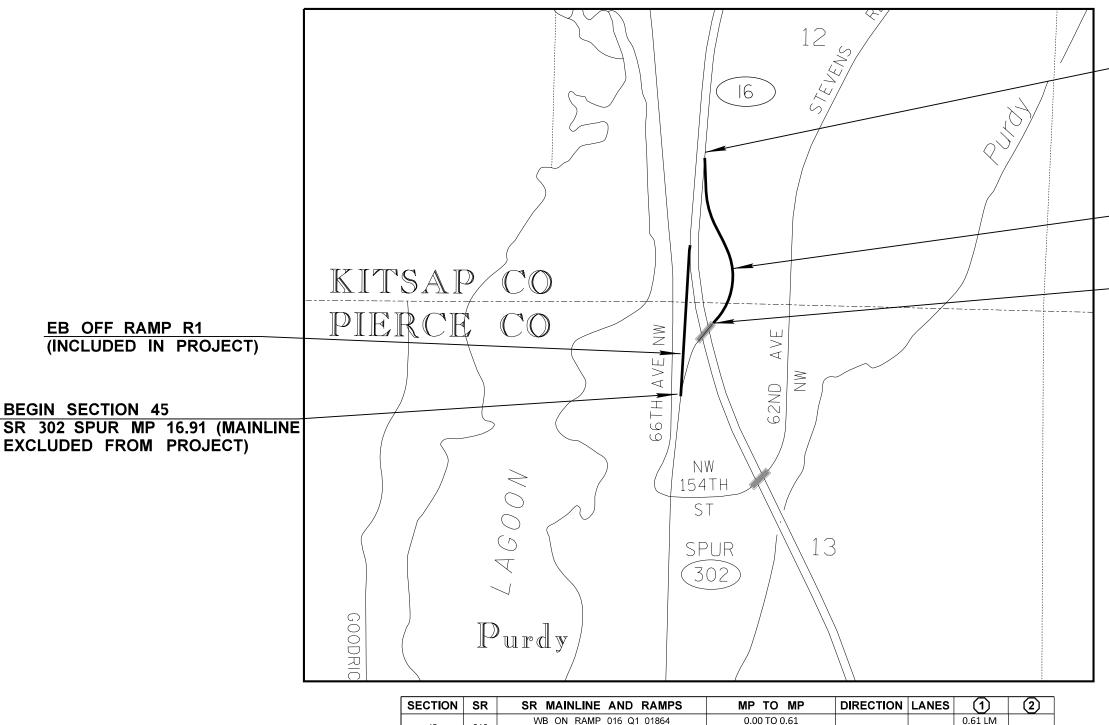
51 117 SHEETS



KITSAP AND PIERCE COUNTY

SR 16 / PURDY SPUR INTERCHANGE

SECTION 45



SECTION	SR	SR	MAINLINE	AND	RAMPS	(3)	(4)		
						•			
45	010		EB OFF	RAMP	016 R1 0184	2	0.00 1	ГО 0.55	
45	016		VVB OIN	KAIVIP	UID QI UIDO	+	0.00 1	10.61	

5.33 S.Y. 0.90 TON

4.00 S.Y. 0.70 TON

\*DAVEMENT REDAIR EYCAVATION SHALL BE 0.25 ET DEED

016

EB OFF RAMP 016 R1 01842

EB OFF RAMP 016 R1 01842

_		
ō	500	1000
	SCALE IN	FEET

DATE

**END SECTION 45 SR 16 MP 18.64 (MAINLINE EXCLUDED FROM PROJECT)** 



END SR 302 SPUR MP 17.13

#### LEGEND:

- (1) CRACK SEALING 1/4 INCH TO 1 INCH IN WIDTH
- (2) CRACK SEALING GREATER THAN 1 INCH IN WIDTH
- (3) PAVEMENT REPAIR EXCAVATION INCL. HAUL
- HMA FOR PAVEMENT REPAIR CL 1/2 IN. PG 58H-22

#### NOTE:

- 1. NO BRIDGES ARE INCLUDED IN THIS SECTION.
- 2. AUXILIARY RIGHT AND LEFT TURN LANES AT INTERSECTIONS ARE EXCLUDED FROM CRACK SEALING. ALL RAMP LANES REGARDLESS OF DIRECTION ARE INCLUDED UNLESS OTHERWISE NOTED.
- 3. CRACK SEAL LIMITS ARE FOR STRIPED LANES ONLY. NO SHOULDERS INCLUDED. MAINLINE LANES ARE 12 FEET WIDE AND RAMP LANES VARY FROM 14-16 FEET WIDE UNLESS OTHERWISE NOTED. EXACT BEGINNING AND ENDING LIMITS MAY BE MODIFIED AT THE TIME OF CONSTRUCTION BY THE ENGINEER.
- 4. ALL PAVEMENT REPAIR LIMITS AND LOCATIONS WILL BE DEFINED AT THE TIME OF CONSTRUCTION BY THE ENGINEER.
- 5. CRACK SEALING OF OFF RAMPS SHALL END AT THE STOP BARS OF CROSSROAD EDGE LINE UNLESS THE CROSSROAD IS BEING CRACK SEALED AS PART OF THE PROJECT.

		FAVEMENT REFAIR EXCAVATION STALL BE 0.25 TT. BLEF							
FILE NAME	c:\users\pleterh\pw_wsdot\d05	31638\XL6593_PS_SM_045.dgn							
TIME	12:10:07 PM				REGION NO.	STATE	FED.AID PROJ.NO.		
DATE	4/6/2023				10	WASH			
PLOTTED BY	pieterh				10	WASH	9999(897)		
DESIGNED BY	P. CHAO				JOB	C512	9999(091)		
ENTERED BY	E. GWERENGWE				220	7312			
CHECKED BY	A. BYRD				CONTI	RACT NO.	LOCATION NO.		
PROJ. ENGR.	V. HALL						XL6593		
REGIONAL ADM.	S. ROARK	REVISION	DATE	BY					

EB OFF RAMP R1

**EXCLUDED FROM PROJECT)** 

**BEGIN SECTION 45** 

(INCLUDED IN PROJECT)





0.55 LM 23 FT

OR - REGION WIDE CRACK SEALING

53 OF 117 SHEETS

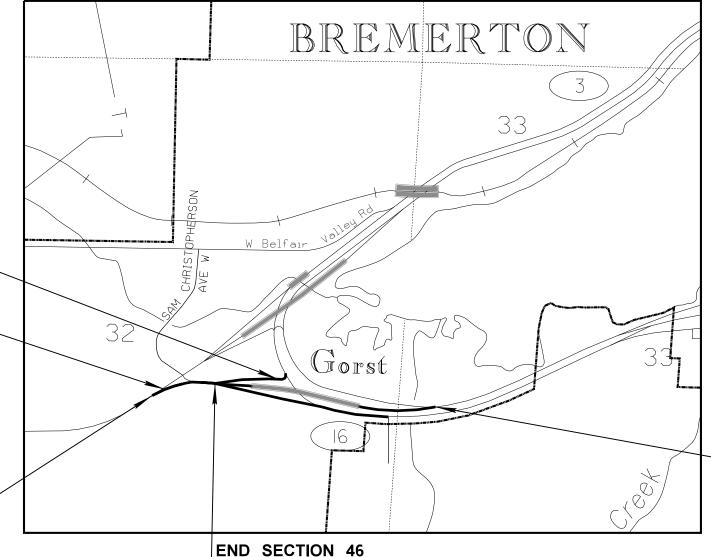
SECTION MAPS

### T.24N. R.1E. W.M.

KITSAP COUNTY

SECTION 46

SR 3 / SR 16 GORST SPUR



**BEGIN SECTION 46 (EAST LIMITS)** SR 16 SPUR GORST MP 28.74 (MAINLINE INCLUDED IN PROJECT)

**BEGIN SECTION 46 (WEST LIMITS)** SR 3 MP 34.18 (MAINLINE EXCLUDED **FROM PROJECT)** 

END SECTION 46 SR 3 MP 34.26 = SR 16 SPUR GORST MP 29.13 (END MAINLINE WORK)

### LEGEND:

- (1) CRACK SEALING 1/4 INCH TO 1 INCH IN WIDTH
- (2) CRACK SEALING GREATER THAN 1 INCH IN WIDTH

SR 3 SB OFF RAMP R1

(INCLUDED IN PROJECT)

SR 3 NB OFF RAMP P1 (INCLUDED IN PROJECT)

0	500	1000

_		
ō	500	1000
-	SCALE IN	

# DIRECTION LANES (1) SR MAINLINE AND RAMPS

SECTION	3K	SK MAINLINE AND KAMPS	IMP TO IMP	DIRECTION LANES		(2)
46 003		NB OFF RAMP 003 P1 03418	0.00 TO 0.10		0.10 LM	
	003	SB OFF RAMP 016 R1 02890	0.00 TO 0.19		0.19 LM	
		016 GORST SPUR	28.74 TO 29.13	вотн	0.78 LM	

1. NO BRIDGES ARE INCLUDED IN THIS SECTION.

- 2. AUXILIARY RIGHT AND LEFT TURN LANES AT INTERSECTIONS ARE EXCLUDED FROM CRACK SEALING. ALL RAMP LANES REGARDLESS OF DIRECTION ARE INCLUDED UNLESS OTHERWISE NOTED.
- 3. CRACK SEAL LIMITS ARE FOR STRIPED LANES ONLY, NO SHOULDERS INCLUDED. MAINLINE LANES ARE 12 FEET WIDE AND RAMP LANES VARY FROM 14-16 FEET WIDE UNLESS OTHERWISE NOTED. EXACT BEGINNING AND ENDING LIMITS MAY BE MODIFIED AT THE TIME OF CONSTRUCTION BY THE ENGINEER.
- 4. CRACK SEALING OF OFF RAMPS SHALL END AT THE STOP BARS OF CROSSROAD EDGE LINE UNLESS THE CROSSROAD IS BEING CRACK SEALED AS PART OF THE PROJECT.

FILE NAME	c:\users\pleterh\pw_wsdot\d0531638\XL6593_PS_SM_046.dgn							
TIME	12:11:20 PM				REGION NO.	STATE	FED.AID PROJ.NO.	
DATE	4/6/2023					WASH		
PLOTTED BY	pieterh				יי ן	WASH	9999(897)	
DESIGNED BY	P. CHAO					IUMBER	9999(091)	
ENTERED BY	E. GWERENGWE				220	512		
CHECKED BY	A. BYRD				CONTR	RACT NO.	LOCATION NO.	
PROJ. ENGR.	V. HALL				1		XL6593	
REGIONAL ADM.	S. ROARK	REVISION	DATE	BY	1			





DATE

SECTION MAPS

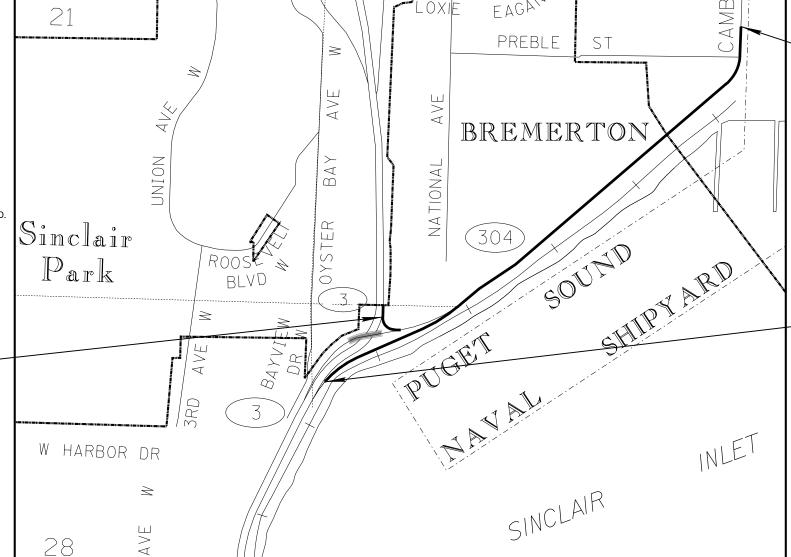
117 SHEETS

## T.24N. R.1E. W.M.

KITSAP COUNTY

SECTION 47

SR 3 / SR 304 INTERCHANGE



DE(	NN SEC	TION	47
_	SIN SEC		
SR	304 MP	0.00	MAINLINE

**END SECTION 47** 

SR 304 MP 1.03 MAINLINE

## NOTE:

1. NO BRIDGES ARE INCLUDED IN THIS SECTION.

- 2. AUXILIARY RIGHT AND LEFT TURN LANES AT INTERSECTIONS ARE EXCLUDED FROM CRACK SEALING. ALL RAMP LANES REGARDLESS OF DIRECTION ARE INCLUDED UNLESS OTHERWISE NOTED.
- 3. CRACK SEAL LIMITS ARE FOR STRIPED LANES ONLY, NO SHOULDERS INCLUDED. MAINLINE LANES ARE 12 FEET WIDE AND RAMP LANES VARY FROM 14-16 FEET WIDE UNLESS OTHERWISE NOTED. EXACT BEGINNING AND ENDING LIMITS MAY BE MODIFIED AT THE TIME OF CONSTRUCTION BY THE ENGINEER.
- 4. ALL PAVEMENT REPAIR LIMITS AND LOCATIONS WILL BE DEFINED AT THE TIME OF CONSTRUCTION BY THE ENGINEER.
- 5. CRACK SEALING OF OFF RAMPS SHALL END AT THE STOP BARS OF CROSSROAD EDGE LINE UNLESS THE CROSSROAD IS BEING CRACK SEALED AS PART OF THE PROJECT.

### NB ON RAMP Q1 (INCLUDED IN PROJECT)

1000 SCALE IN FEET

EGEND:	
--------	--

(1) CRACK SEALING 1/4 INCH TO 1 INCH IN WIDTH

2 CRACK SEALING GREATER THAN 1 INCH IN WIDTH

3 PAVEMENT REPAIR EXCAVATION INCL. HAUL

HMA FOR PAVEMENT REPAIR CL 1/2 IN. PG 58H-22

SECTION	SR	SR MAINLINE AND RAMPS	MP TO MP	DIRECTION	LANES	1	2
	003	NB ON RAMP 003 Q1 03668	0.00 TO 0.20			0.20 LM	
47	304	304 MAINLINE	0.00 TO 1.03	INCREASING	ALL	2.49 LM	
	304	304 MAINLINE	0.19 TO 0.71	DECREASING	LT. / RT.	1.04 LM	

SECTION	SR	SR MAINLINE AND RAMPS	3	4
47	304	304 MAINLINE	17.78 S.Y.	3.00 TON

\*PAVEMENT REPAIR EXCAVATION SHALL BE 0.25 FT. DEEP

FILE NAME	c:\users\pleterh\pw_wsdot\d05	31638\XL6593_PS_SM_047.dgn						Γ
TIME	12:12:31 PM				REGION NO.	STATE	FED.AID PROJ.NO.	l
DATE	4/6/2023					WASH		1
PLOTTED BY	pieterh				10	WASH	9999(897)	L
DESIGNED BY	P. CHAO				JOB N	10MBER 2512	3333(031)	ľ
ENTERED BY	E. GWERENGWE				220	7312		l
CHECKED BY	A. BYRD				CONTR	RACT NO.	LOCATION NO.	l
PROJ. ENGR.	V. HALL						XL6593	l
REGIONAL ADM	S ROARK	REVISION	DATE	RV				ı



<b>7</b>	
Washington State Department of Transportation	
·	

DATE

OR - REGION WIDE CRACK SEALING	SM047
	SHEET <b>55</b> OF
SECTION MAPS	117 SHEETS



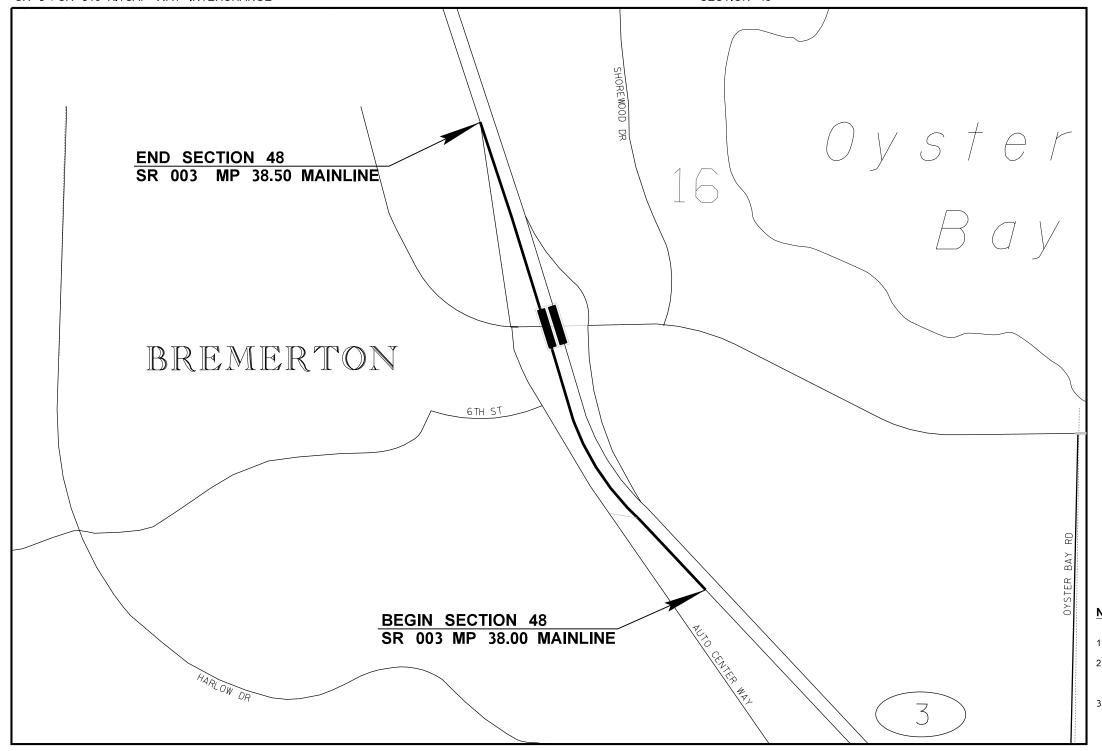
KITSAP COUNTY

SR 3 / SR 310 KITSAP WAY INTERCHANGE

SECTION SR

003

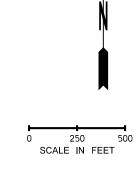
SECTION 48



DIRECTION LANES

DECREASING RT.

(1)



#### LEGEND:

- (1) CRACK SEALING 1/4 INCH TO 1 INCH IN WIDTH
- (2) CRACK SEALING GREATER THAN 1 INCH IN WIDTH

OF

SHEETS

#### NOTE:

- 1. NO BRIDGES ARE INCLUDED IN THIS SECTION.
- 2. AUXILIARY RIGHT AND LEFT TURN LANES AT INTERSECTIONS ARE EXCLUDED FROM CRACK SEALING. ALL RAMP LANES REGARDLESS OF DIRECTION ARE INCLUDED UNLESS OTHERWISE NOTED.
- 3. CRACK SEAL LIMITS ARE FOR STRIPED LANES ONLY, NO SHOULDERS INCLUDED. MAINLINE LANES ARE 12 FEET WIDE AND RAMP LANES VARY FROM 14-16 FEET WIDE UNLESS OTHERWISE NOTED. EXACT BEGINNING AND ENDING LIMITS MAY BE MODIFIED AT THE TIME OF CONSTRUCTION BY THE ENGINEER.
- 5. CRACK SEALING OF OFF RAMPS SHALL END AT THE STOP BARS OF CROSSROAD EDGE LINE UNLESS THE CROSSROAD IS BEING CRACK SEALED AS PART OF THE PROJECT.

ř							
≅	FILE NAME	c:\users\pleterh\pw_wsdot\d05	31638\XL6593_PS_SM_048.dgn				
ξ	TIME	12:14:22 PM				REGION STATE	FED.AID PROJ.NO.
ţ	DATE	4/6/2023				10 WASH	
È	PLOTTED BY	pieterh				IU WASH	9999(897)
בַ	DESIGNED BY	P. CHAO				JOB NUMBER	7 3333(637)
ಕ	ENTERED BY	E. GWERENGWE				22C512	
Ę	CHECKED BY	A. BYRD				CONTRACT NO.	LOCATION NO.
Ѯ	PROJ. ENGR.	V. HALL					XL6593
_	REGIONAL ADM.	S. ROARK	REVISION	DATE	BY		

MP TO MP

38.0 TO 38.5

SR MAINLINE AND RAMPS

003 MAINLINE



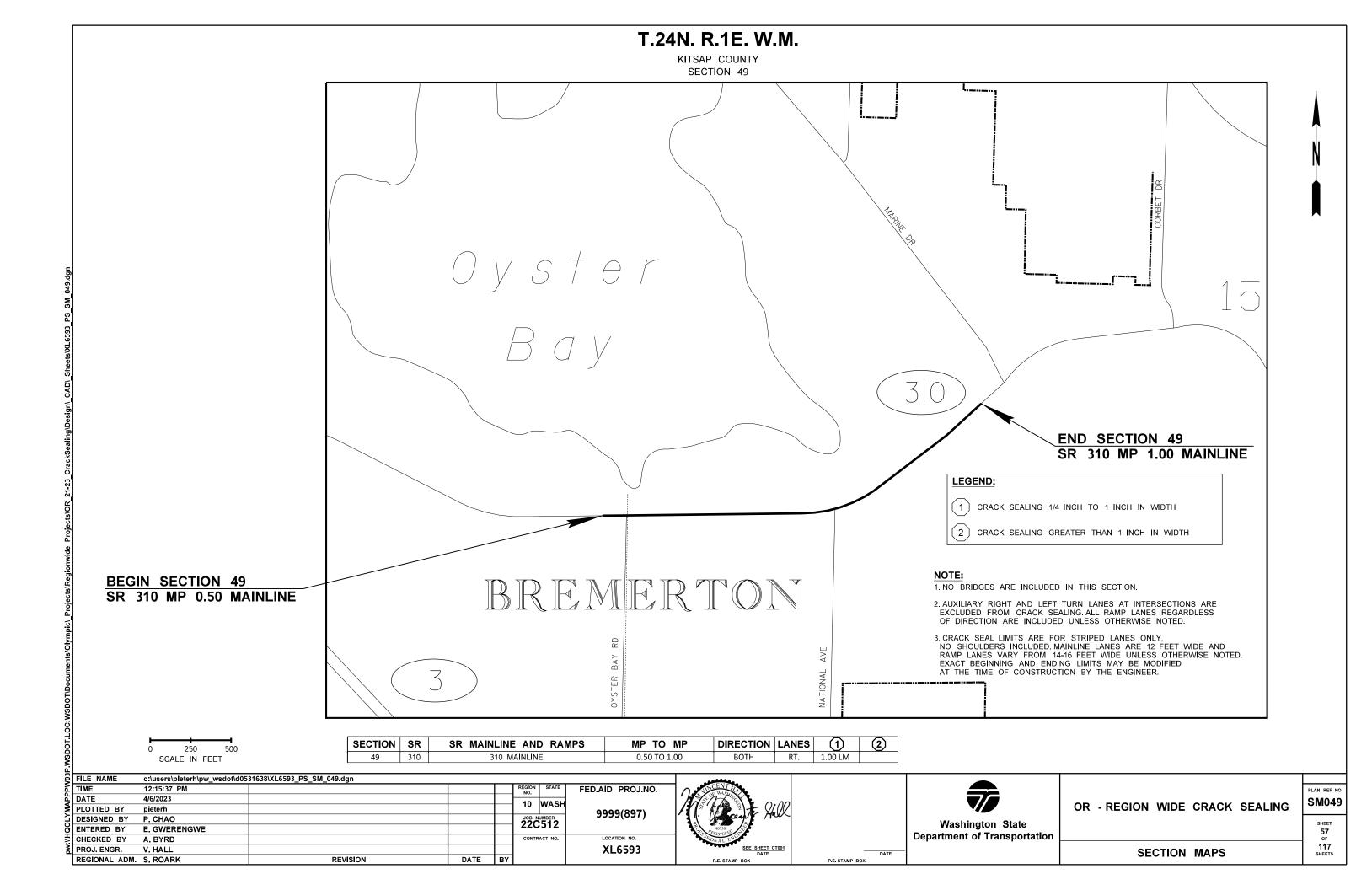


DATE

OR - REGION WIDE CRACK SEALING

56 OF 117 SHEETS

SM048



#### NOTE:

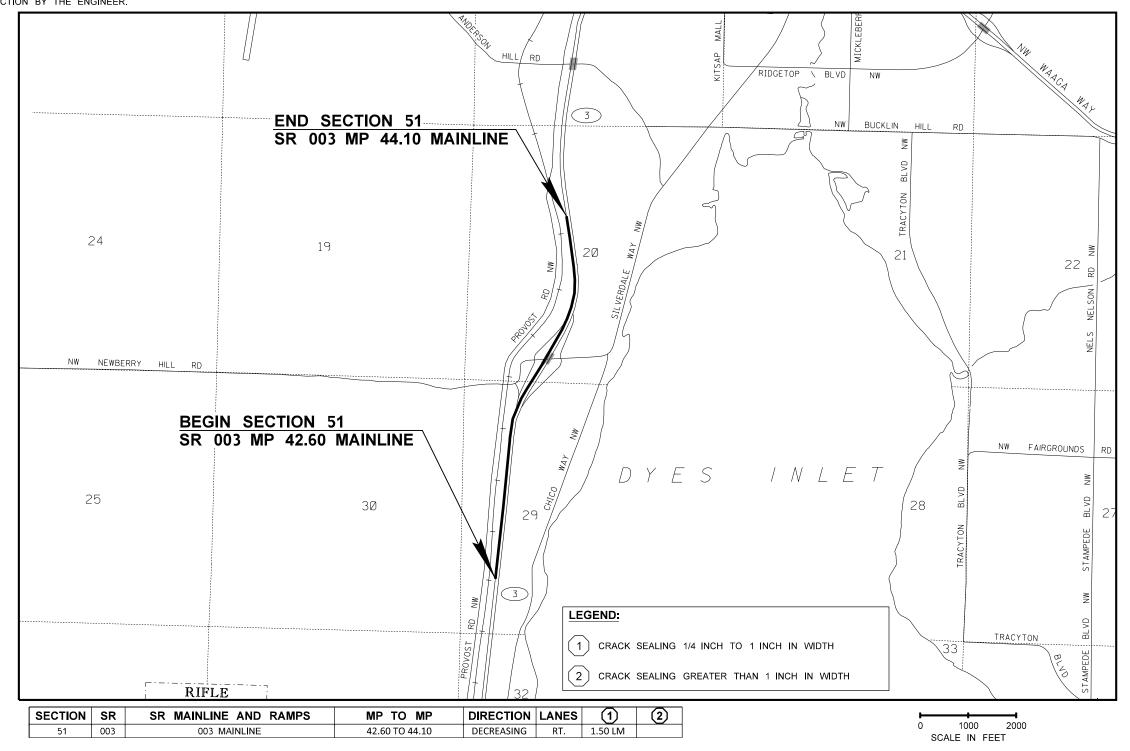
1. NO BRIDGES ARE INCLUDED IN THIS SECTION.

2. AUXILIARY RIGHT AND LEFT TURN LANES AT INTERSECTIONS ARE EXCLUDED FROM CRACK SEALING. ALL RAMP LANES REGARDLESS OF DIRECTION ARE INCLUDED UNLESS OTHERWISE NOTED.

T.25N. R.1E. W.M.

KITSAP COUNTY SECTION 51

3. CRACK SEAL LIMITS ARE FOR STRIPED LANES ONLY, ON SHOULDERS INCLUDED. MAINLINE LANES ONLY,
NO SHOULDERS INCLUDED. MAINLINE LANES ARE 12 FEET WIDE AND
RAMP LANES VARY FROM 14-16 FEET WIDE UNLESS OTHERWISE NOTED.
EXACT BEGINNING AND ENDING LIMITS MAY BE MODIFIED
AT THE TIME OF CONSTRUCTION BY THE ENGINEER.



-								
} F	FILE NAME	c:\users\pleterh\pw_wsdot\d05	31638\XL6593_PS_SM_051.dgn					
: [7	TIME	12:17:43 PM				REGION NO.	STATE	FED.AID PROJ.NO.
ַ בַּ	DATE	4/6/2023					WASH	
ÈF	PLOTTED BY	pieterh				יי ן	WASH	
į	DESIGNED BY	P. CHAO				JOB 1	C512	9999(897)
ξŒ	ENTERED BY	E. GWERENGWE				220	7312	
Ī	CHECKED BY	A. BYRD				CONTI	RACT NO.	LOCATION NO.
₹ F	PROJ. ENGR.	V. HALL						XL6593
F	REGIONAL ADM.	S. ROARK	REVISION	DATE	BY			



Washington State Department of Transportation	

DATE

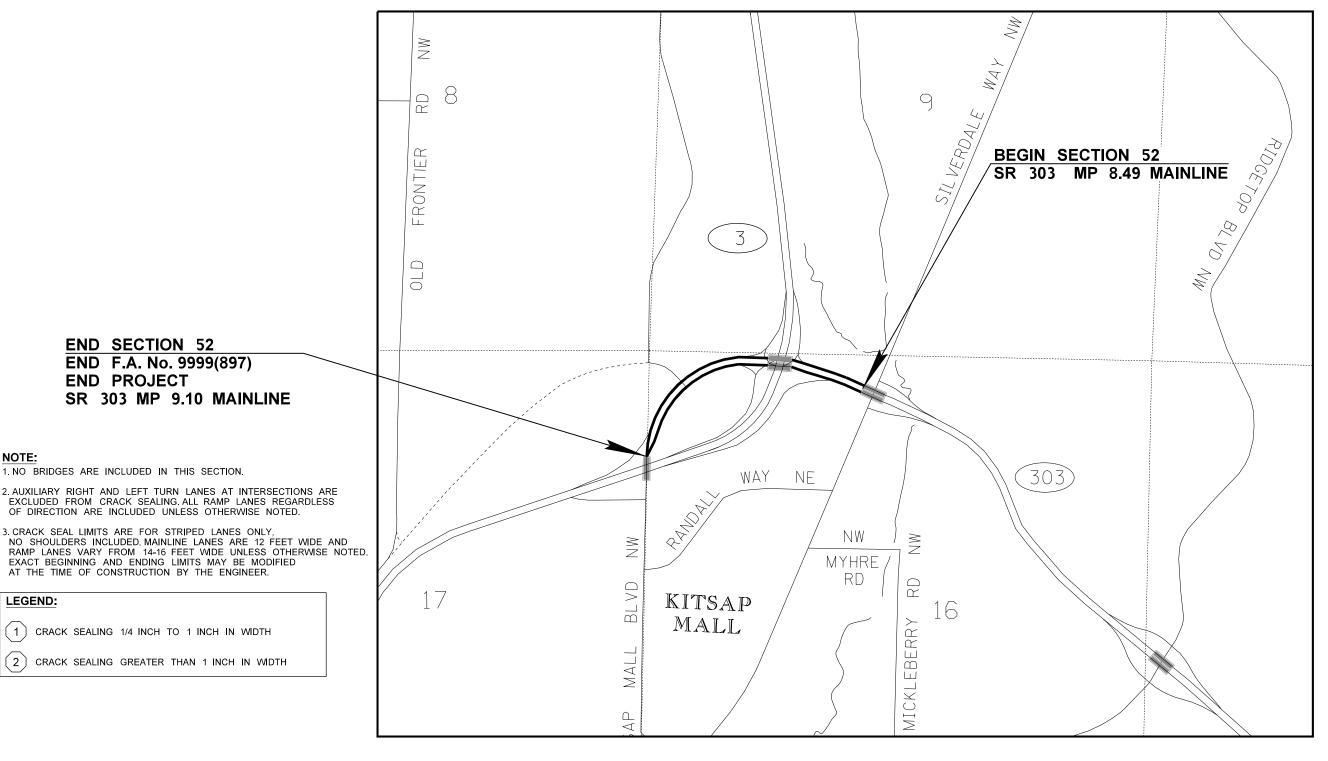
OR - REGION WIDE CRACK SEALING	SM051
	SHEET <b>59</b> OF

SECTION MAPS

**59** of 117 SHEETS



KITSAP COUNTY SECTION 52



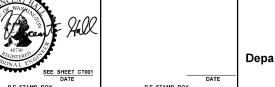
SECTION	SR	SR MAINLINE AND RAMPS	MP TO MP	DIRECTION	LANES	1	2
52	303	303 MAINLINE	8.49 TO 9.10	вотн	LT. / RT.	2.44 LM	

500 SCALE IN FEET

SM052

117 SHEETS

8	FILE NAME	c:\users\pleterh\pw_wsdot\d05	31638\XL6593_PS_SM_052.dgn						
Š	TIME	12:18:52 PM				REGION STATE	FED.AID PROJ.NO.	O SUCENT CONTRACTOR	
4	DATE	4/6/2023				10 WASH			
Ž	PLOTTED BY	pieterh				IU WASH	9999(897)	11 HOLD HOLD	
Ž	DESIGNED BY	P. CHAO				ов NUMBER 22С512	3333(837)	The start of the s	
ğ	ENTERED BY	E. GWERENGWE				220312		40730	
₹	CHECKED BY	A. BYRD				CONTRACT NO.	LOCATION NO.	SSIONAL ENGLY	
ě	PROJ. ENGR.	V. HALL					XL6593	SEE SHEET CT001 DATE	
	REGIONAL ADM.	S. ROARK	REVISION	DATE	BY			P.E. STAMP BOX	P.E. STAMP



<b>7</b>	OR - REGION WIDE CRACK SEALING
Washington State artment of Transportation	
·	SECTION MAPS

LEGEND:

NOTE:

(1) CRACK SEALING 1/4 INCH TO 1 INCH IN WIDTH

2 CRACK SEALING GREATER THAN 1 INCH IN WIDTH

**END SECTION 52** 

**END PROJECT** 

1. NO BRIDGES ARE INCLUDED IN THIS SECTION.

END F.A. No. 9999(897)

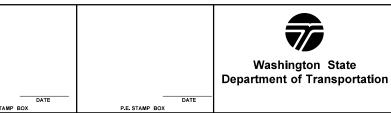
SR 303 MP 9.10 MAINLINE

2. AUXILIARY RIGHT AND LEFT TURN LANES AT INTERSECTIONS ARE EXCLUDED FROM CRACK SEALING. ALL RAMP LANES REGARDLESS OF DIRECTION ARE INCLUDED UNLESS OTHERWISE NOTED. 3. CRACK SEAL LIMITS ARE FOR STRIPED LANES ONLY,

SECTION	SR	SR OR RAMP NUMBER	MP TO MP	TC PLAN REF NO	ALT ROUTE
1	105	SR 105 WESTPORT SPUR NORTH LIMITS	30.28 TO 34.34	TC 003 - TC 006	
		105 MAINLINE	30.28 TO 31.10	10 000 10 000	
4	101	101 R1 34711 101 MAINLINE	0.00 TO 0.32 345.00 TO 346.90	TC 050	TC 046
5	101	101 S1 34647 101 MAINLINE	0.00 TO 0.33 347.7 TO 348.20	TC 050	TC 047
6	101	101 Q1 35038	0.00 TO 0.41	10 030	TC 047
7	101	101 R1 35375 101 S1 35305	0.00 TO 0.19 0.00 TO 0.51		TC 046 TC 047
8	012	101 Q1 35381 012 MAINLINE	0.00 TO 0.29 44.50 TO 46.35	TC 050 - TC 051	TC 047
9	005	005 Q1 08890 005 Q1 10187	0.00 TO 0.52 0.00 TO 0.56		TC 047 TC 047
10	005	005 P1 10093	0.00 TO 0.39		TC 046
11	005	005 P1 10402 005 Q1 10481	0.00 TO 0.24 0.00 TO 0.45	TC 007 - TC 010	TC 046 TC 047
		005 Q2 10481 005 R1 10623	0.00 TO 0.22 0.00 TO 0.73		TC 047 TC 046
		005 S2 10489	0.00 TO 0.21		TC 047
12	005	005 P1 10517 005 R2 10623	0.00 TO 0.35 0.00 TO 0.50		TC 046 TC 046
12	003	005 S1 10489 005 P2 10517	0.00 TO 0.59 0.00 TO 0.11	TC 011 - TC 012	TC 047 TC 047
		005 LX 10545	0.00 TO 0.45	TC 011 - TC 014	
13	005	005 Q5 10563 005 S1 10691	0.00 TO 0.41 0.00 TO 0.50		TC 047 TC 047
15		005 S5 10691 005 P1 10793	0.00 TO 0.45 0.00 TO 0.46		TC 047 TC 046
14	005	005 P2 10793	0.00 TO 0.40 0.00 TO 0.23		TC 046
14	005	005 P5 10793 005 S1 10784	0.00 TO 0.59		TC 046 TC 047
		005 R5 10846 005 P1 10894	0.00 TO 0.34 0.00 TO 0.30		TC 046 TC 046
15	005	005 Q1 10952	0.00 TO 0.29		TC 047
		005 R1 10934 005 S1 10883	0.00 TO 0.26 0.00 TO 0.26		TC 046 TC 047
16	005	005 P1 11084 005 P2 11084	0.00 TO 0.90 0.00 TO 0.30		TC 046 TC 046
17	005	005 S1 11370 005 P5 11778	0.00 TO 0.44 0.00 TO 0.54		TC 047 TC 046
18	005	005 Q1 11849	0.18 TO 0.57	TC 015 - TC 016	TC 047
19	005	005 LX 11796 005 R1 12806	0.00 TO 0.24 0.00 TO 0.62	TC 017 - TC 021	TC 046
		512 Q1 00100 512 R1 00087	0.02 TO 0.20 0.00 TO 0.27		TC 047 TC 046
20	512	512 S5 00063	0.01 TO 0.16	TC 022 TC 022	TC 047
21	512	512 LX 00062 512 S1 00175	0.00 TO 0.17 0.02 TO 0.19	TC 022 - TC 023	TC 047
		512 S5 00223 512 Q1 00413	0.03 TO 0.25 0.02 TO 0.24		TC 047 TC 047
22	512 512	512 S1 00346 512 MAINLINE	0.01 TO 0.14 5.70 TO 8.74	TC 055 - TC 056	TC 047
24	512	512 MAINLINE 512 MAINLINE	9.70 TO 8.74 9.70 TO 11.10	TC 033 - TC 036	
25	512	512 P1 00785 512 R1 00916	0.07 TO 0.53 0.09 TO 0.41		TC 045 TC 045
		512 S1 00778 512 R1 01036	0.01 TO 0.43 0.00 TO 0.26		TC 047 TC 046
26	512	512 S1 00979	0.00 TO 0.33	TO 250	TC 046
27 28	167 161	167 MAINLINE 161 MAINLINE	5.00 TO 6.36B 30.04 TO 31.57	TC 050 TC 050 - TC 051	
29	410	410 P1 00911 410 Q5 00953	0.00 TO 0.21 0.00 TO 0.37		TC 046 TC 047
30	167	167 MAINLINE	7.00 TO 9.10	TC 055 - TC 056	
31	167	167 R1 00963 410 P1 01127	0.14 TO 0.27 0.00 TO 0.22		TC 045 TC 046
32	410	410 Q1 01192 410 R1 01167	0.00 TO 0.44 0.00 TO 0.22		TC 047 TC 046
		410 S1 01107 410 MAINLINE	0.00 TO 0.26 17.10 TO 18.5	TC 050 - TC 051	TC 047
33	410	410 MAINLINE	18.90 TO 19.2	TC 050 - TC 051	
		007 Q1 05799	0.00 TO 0.28		TC 047
		007 Q5 05782 007 R1 05818	0.00 TO 0.34 0.00 TO 0.45		TC 047 TC 046
35	007	007 R5 05781	0.04 TO 0.30		TC 057

SECTION	SR	SR OR RAMP NUMBER	MP TO MP	TC PLAN REF NO	ALT ROUTE
		005 Q2 13414	0.00 TO 0.05		TC 047
		005 R1 13418	0.33 TO 0.35		TC 045
	005	005 R3 13418	0.07 TO 0.30		TC 045
		005 S2 13329	0.02 TO 0.17		TC 047
		005 S3 13329	0.00 TO 0.08		TC 047
36	705	705 P1 00006	0.18 TO 0.24		TC 045
	705	705 S1 00010	0.00 TO 0.18		TC 047
	705	705 MAINLINE	0.03 TO 0.17	TC 026	
	705	705 MAINLINE	0.02 TO 0.07	TC 027 - TC 029	
	007	007 MAINLINE	58.31 TO 58.56	TC 030	
	007	007 MAINLINE	58.43 TO 58.54	TC 031	
		016 P1 00076	0.30 TO 0.41		TC 045
	Ī	016 Q1 00162	0.02 TO 0.19		TC 047
37	016				
		016 R1 00141	0.10 TO 0.23		TC 045
		016 P1 00438	0.00 TO 0.30		TC 046
		016 R1 00504	0.00 TO 0.41		TC 046
38	016	0.16 S1 00415 (HOV)	0.00 TO 0.52		TC 047
	ŀ	016 MAINLINE	4.39 TO 7.31	TC 053 - TC 057	10 017
		016 Q1 00919	0.00 TO 0.42	10 000 10 001	TC 047
39	016	016 MAINLINE	8.41 TO 8.80	TC 053 - TC 056	10 017
40	016	016 R1 00987	0.00 TO 0.30	10 000 10 000	TC 046
41	016	016 MAINLINE	9.90 TO 11.2	TC 053 - TC 057	10 010
		016 P1 01041	0.00 TO 0.36	10 000 10 001	TC 046
42	016	016 Q1 01119	0.00 TO 0.45		TC 047
		016 Q5 01217	0.00 TO 0.39		TC 047
43	016	016 S5 01188	0.00 TO 0.35		TC 047
		016 Q1 01864	0.00 TO 0.61		TC 047
45	016	016 R1 01842	0.00 TO 0.55		TC 046
		003 P1 03418	0.00 TO 0.10		TC 046
46	003	016 R1 02890	0.00 TO 0.10		TC 045
70	005	016 GORST SPUR	28.74 TO 29.13	TC045.TC050.TC051	10 0-3
	003	003 Q1 03668	0.00 TO 0.20	10010,10000,10001	TC 047
47		304 MAINLINE	0.00 TO 1.03	TC 053 - TC 056	TC 045
	304	304 MAINLINE	0.19 TO 0.71	TC 053 - TC 056	10 0+3
		003 P1 03804	0.00 TO 0.25	13 333 13 030	TC 046
48	003	003 Q1 03875	0.00 TO 0.46		TC 047
40	003	003 MAINLINE	38.0 TO 38.5	TC 053 - TC 054	10 0-1
49	310	310 MAINLINE	0.50 TO 1.00	TC 032 - TC 035	
51	003	003 MAINLINE	42.60 TO 44.1	TC 053 - TC 054	
52	303	303 MAINLINE	8.49 TO 9.10	TC 036 - TC 043	

FILE NAME	c:\users\pleterh\pw wsdot\d05	31638\XL6593 PS TC 001.dgn					
TIME	6:43:36 AM	<u> </u>			REGION NO.	STATE	FED.AID PROJ.NO.
DATE	3/21/2023					WASH	
PLOTTED BY	pieterh				יי ן	WASH	9999(897)
DESIGNED BY	P. CHAO					UMBER 512	9999(091)
ENTERED BY	P. CHAO				220	,312	
CHECKED BY	L. CHESLOCK				CONTR	ACT NO.	LOCATION NO.
PROJ. ENGR.	V. HALL						XL6593
REGIONAL ADM.	S. ROARK	REVISION	DATE	BY			



	OR - REGION WIDE CRACK SEALING	TC001	
n		SHEET <b>61</b> OF	
	TRAFFIC CONTROL PLANS	117 SHEETS	

BUFFER DATA											
LONGITUDINAL BUFFER SPACE = B											
SPEED (MPH)	25	30	35	40	45	50	55	60	65	70	
LENGTH (feet)	155	200	250	305	360	425	495	570	645	730	

SIGN SPAC	SING = $X$ (1)	
FREEWAYS & EXPRESSWAYS	55 / 70 MPH	1500'±
RURAL HIGHWAYS	60 / 65 MPH	800' ±
RURAL ROADS	45 / 55 MPH	500' ±
RURAL ROADS & URBAN ARTERIALS	35 / 40 MPH	350' ±
RURAL ROADS & URBAN ARTERIALS	25 / 30 MPH	200' ± (2)
RESIDENTIAL & BUSINESS DISTRICTS		
URBAN STREETS	25 MPH OR LESS	100' ± (2)
ALL SPACING MAY BE ADJUSTED RAMPS, AT-GRADE INTERSECTIONS     THIS SPACING MAY BE REDUCED ROADWAY CONDITIONS.	AND DRIVEWAYS.	

TRAFFIC SAFETY DRUM SPACING (feet)									
MPH	TAPER	TANGENT							
50/70	40	80							
35/45	30	60							
25/30	20	40							

MINIMUM LANE CLOSURE TAPER LENGTH = L (feet)												
LANE WIDTH				POSTI	ED SF	PEED	(MPH)	)				
(feet)	25	30	35	40	45	50	55	60	65	70		
10	105	150	205	270	450	500	550	-	-	-		
11	115	165	225	295	495	550	605	660	-	-		
12	125	180	245	320	540	600	660	720	780	840		

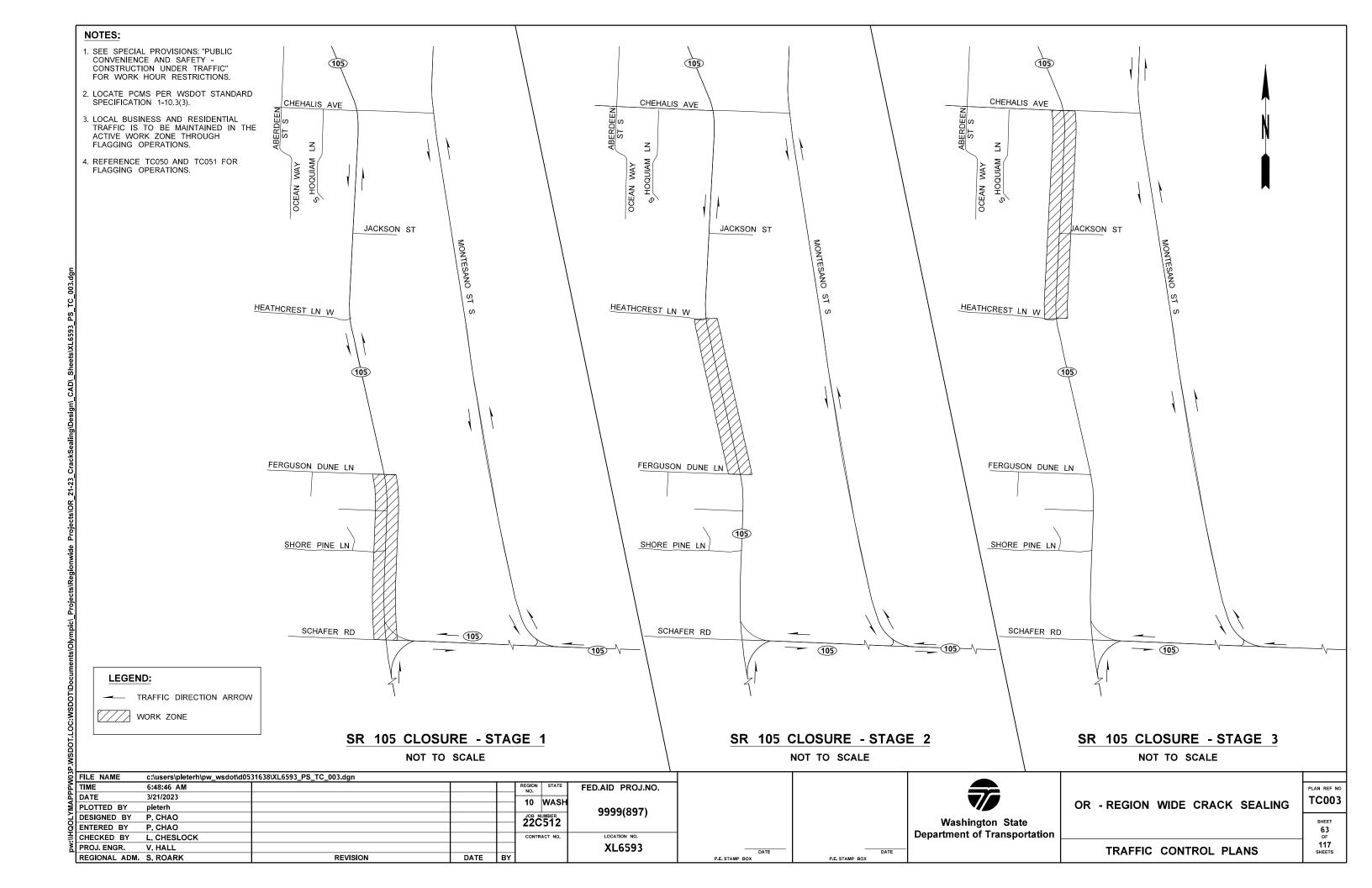
M	MINIMUM SHOULDER TAPER LENGTH = L/3 (feet)													
SHOULDER WIDTH POSTED SPEED (MPH)														
(feet)	25	30	35	40	45	50	55	60	65	70				
8'	40	40	60	90	120	130	150	160	170	190				
10'	40	60	90	90	150	170	190	200	220	240				
U	USE A MINIMUM 3 DEVICES TAPER FOR SHOULDER LESS THAN 8'													

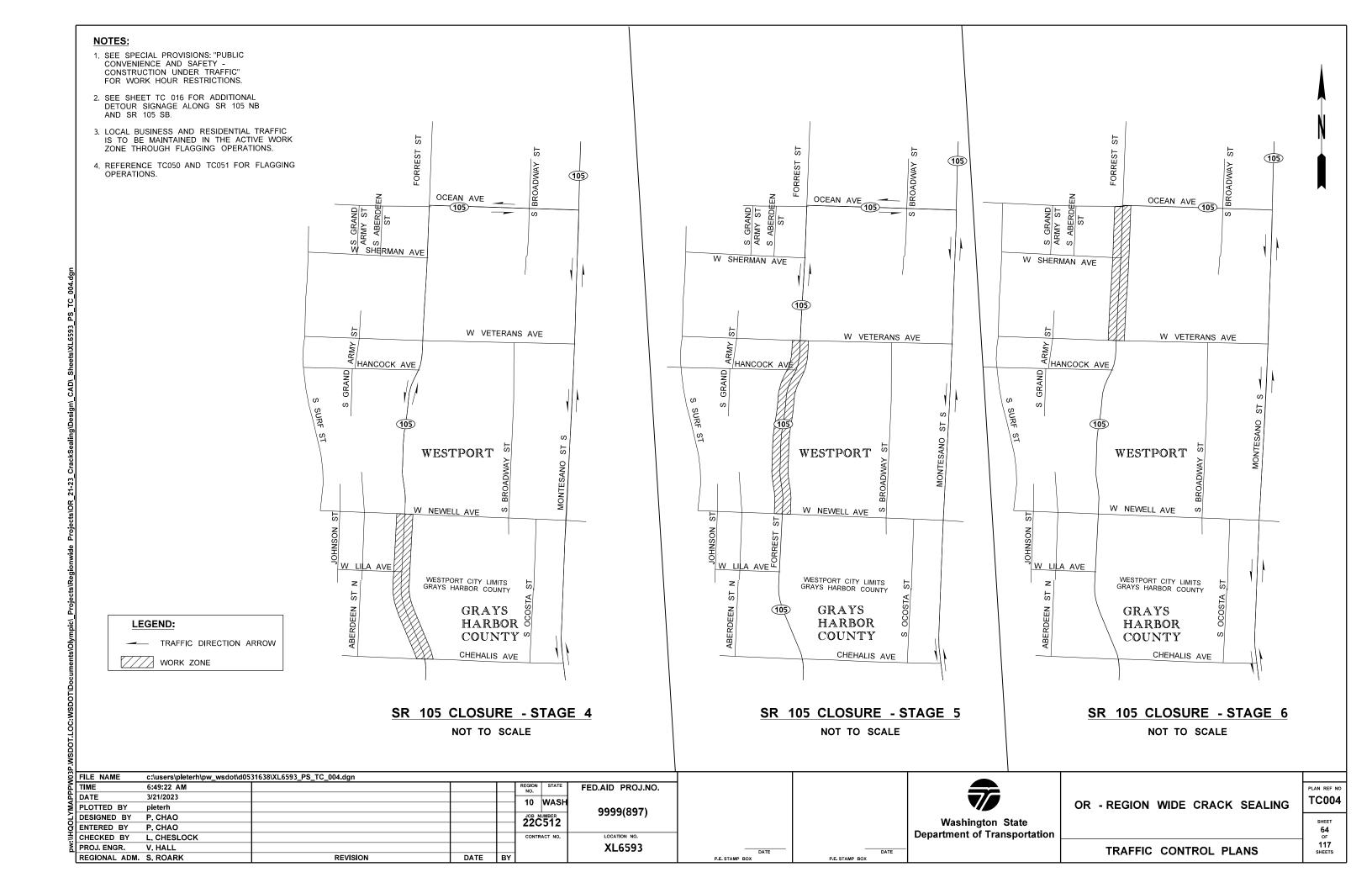
#### NOTES:

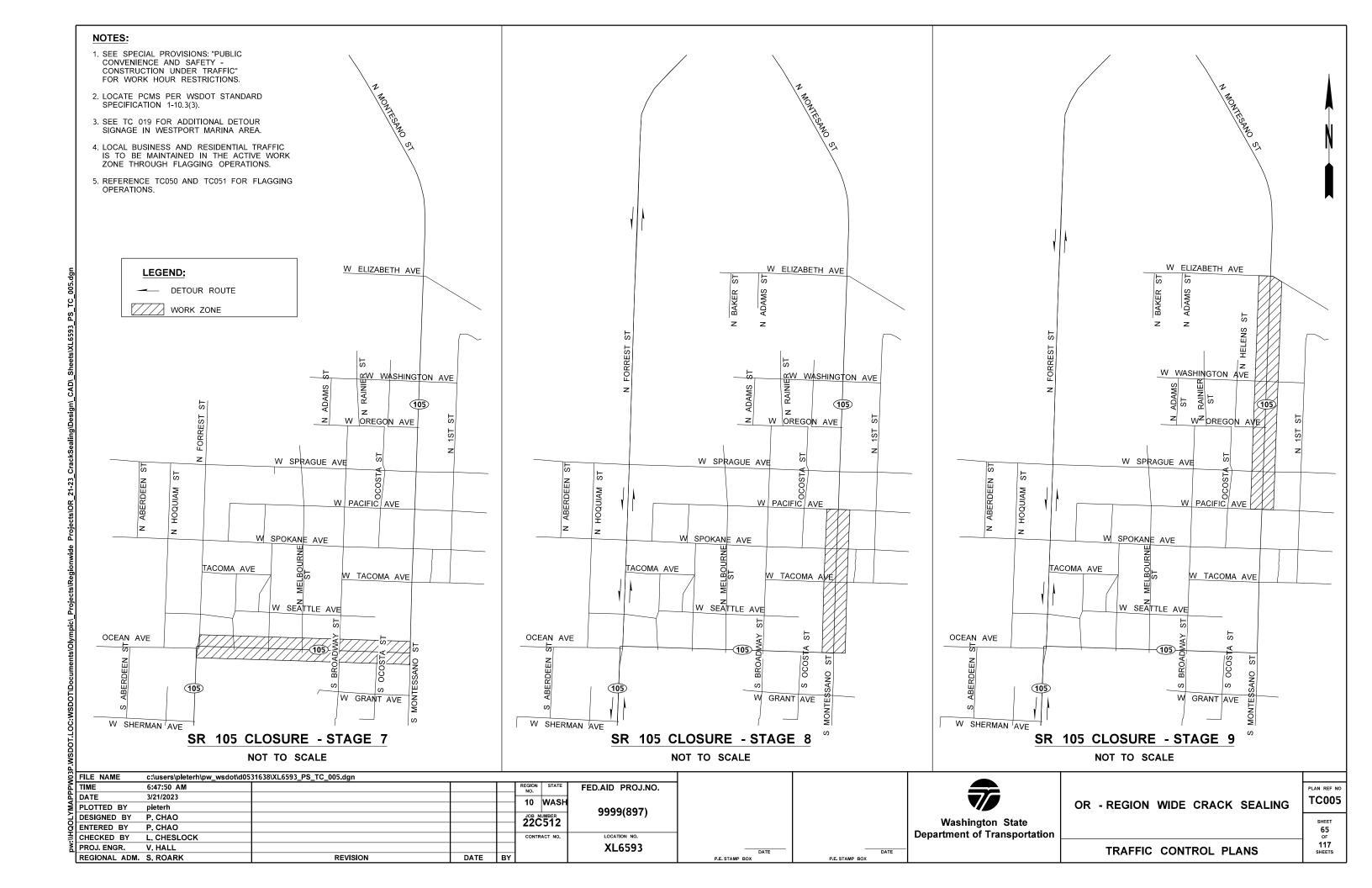
- 1. SEE SPECIAL PROVISIONS FOR WORK HOUR RESTRICTIONS.
- 2. CHANNELIZING DEVICE SPACING FOR DOWNSTREAM TAPER SHALL BE 20'O.C.
- 3. EXTEND TAPER FOR CHANNELIZATION DEVICES ACROSS SHOULDER.
- 4. ALL SIGNS ARE BLACK ON ORANGE UNLESS OTHERWISE DESIGNATED. ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE DESIGNATED.
- 5. WHEN A UNIFORMED POLICE OFFICER (UPO) IS PRESENT, THE TRAFFIC CONTROL SIGNAL SHALL BE PUT IN FLASHING RED MODE, OR TURNED OFF. THE CONTRACTOR SHALL BE RESPONSIBLE TO CONTACT THE AFFECTED AGENCY THAT OPERATES THE SIGNAL A MINIMUM OF 14 CALENDAR DAYS IN ADVANCE TO REQUEST A SIGNAL TECHNICIAN ON SITE.
- 6. AT NON SIGNALIZED INTERSECTION, A FLAGGER SHALL BE PRESENT ON SIDE STREETS TO CONTROL TRAFFIC WHILE WORK IS AT THAT INTERSECTION.
- 7. DURING PILOT CAR OPERATION, MAXIMUM DISTANCE BETWEEN FLAGGERS ON MAINLINE SHALL NOT EXCEED 0.5 MILES.
- 8. ACCESS SHALL BE MAINTAINED TO AND FROM ALL BUSINESSES AND RESIDENCES IMPACTED BY A TRAFFIC CONTROL SETUP.
- PEDESTRIAN TRAFFIC SHALL BE ACCOMMODATED AT ALL TIMES, WHICH MAY INCLUDE ESCORTING PEDESTRIANS THROUGH THE WORK AREA AS NEEDED.
- 10. 15-MINUTE MAXIMUM HOLD ON MAINLINE AND CROSS STREETS. IF THE HOLD TIME EXCEEDS 15 MINUTES, TRAFFIC CONTROL MUST BE REMOVED TO ALLOW TRAFFIC TO FLOW UNIMPEDED.
- 11. NO TRAFFIC CONTROL DEVICES SHALL BE PLACED WITHIN 25 FEET OF RAILROAD TRACKS.
- 12. THE CONTRACTOR SHALL COORDINATE WITH BUS AGENCIES REGARDING IMPACTS TO THE SCHEDULE AND LOCATION OF BUS STOPS 5 DAYS PRIOR TO THE START OF WORK.
- 13. CONTRACTOR SHALL PROTECT ALL PRIVATE AND PUBLIC UTILITIES FROM DAMAGE RESULTING FROM THE WORK AS PER SECTION 1-07.17.
- 14. CONTRACTOR TO PROTECT TRAFFIC LOOPS AND ACCESSORIES FROM DAMAGE RESULTING FROM THE WORK.

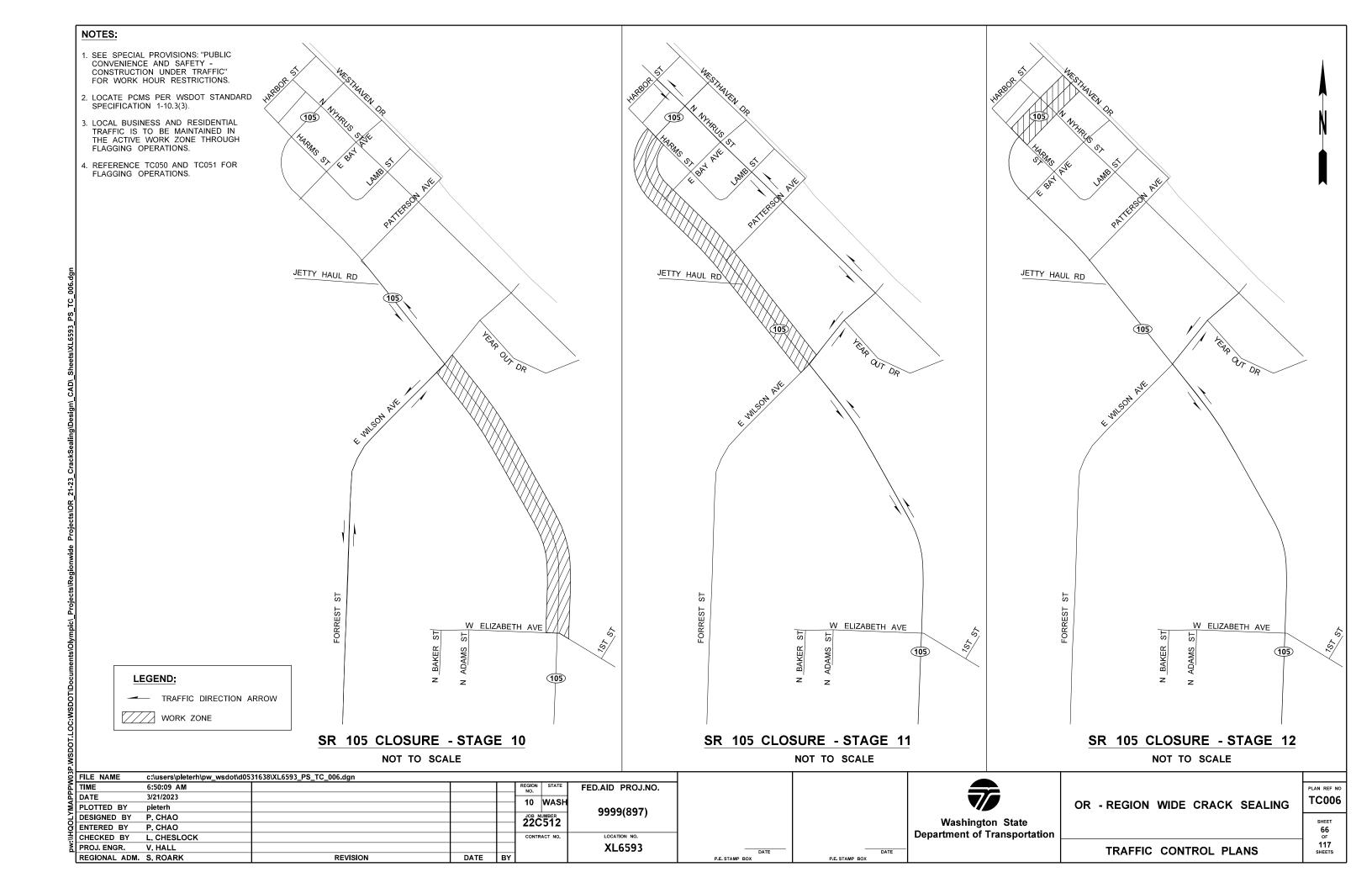
4											
FILE NAME	c:\users\pleterh\pw_wsdot\d05	31638\XL6593_PS_TC_002.dgn									
Ž TIME	2:17:43 PM				REGION STATE	FED.AID PROJ.NO.					PLAN REF NO
DATE	3/20/2023				10 WASH						TC002
PLOTTED BY	pieterh				IU WASH	9999(897)				OR - REGION WIDE CRACK SEALING	10002
DESIGNED BY	P. CHAO				JOB NUMBER	9999(091)			Washington State		SHEET
ENTERED BY	P. CHAO				22C512				. •		62
EHECKED BY	L. CHESLOCK				CONTRACT NO.	LOCATION NO.			Department of Transportation		OF
PROJ. ENGR.	V. HALL					XL6593	DATE	——————————————————————————————————————		TRAFFIC CONTROL PLANS	117 SHEETS
REGIONAL ADM	. S. ROARK	REVISION	DATE	BY			P.E. STAMP BOX	P.E. STAMP BOX		TRAITIO CONTROL I LANG	J STILLETS

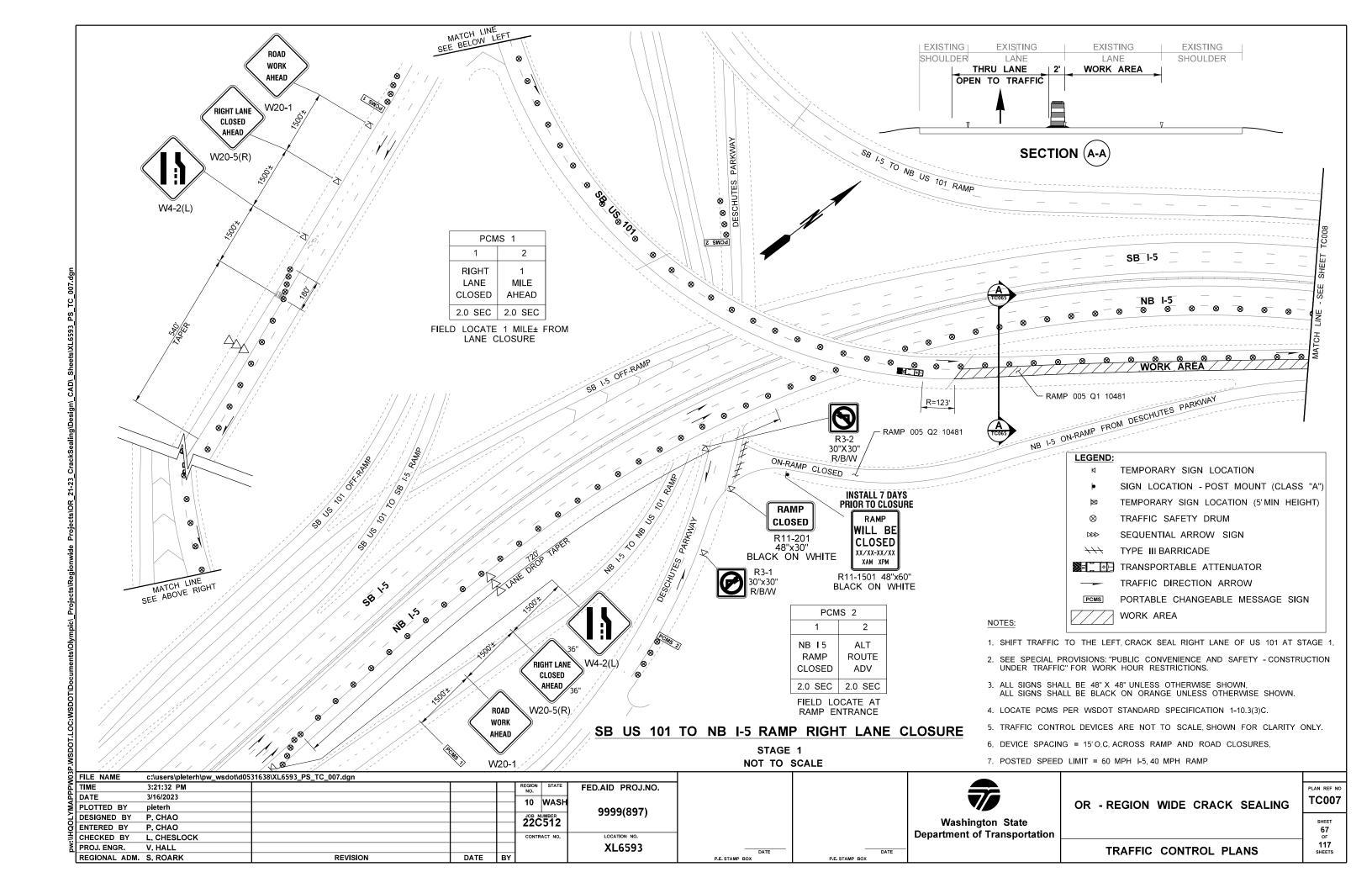
VSDO I DOCUMENS/OI/INDIC. Trojects/regionwide Projects/ON\_21-23\_CrackSealing/Design\_CAD. Sneets/xLo333\_FS\_1C\_002.

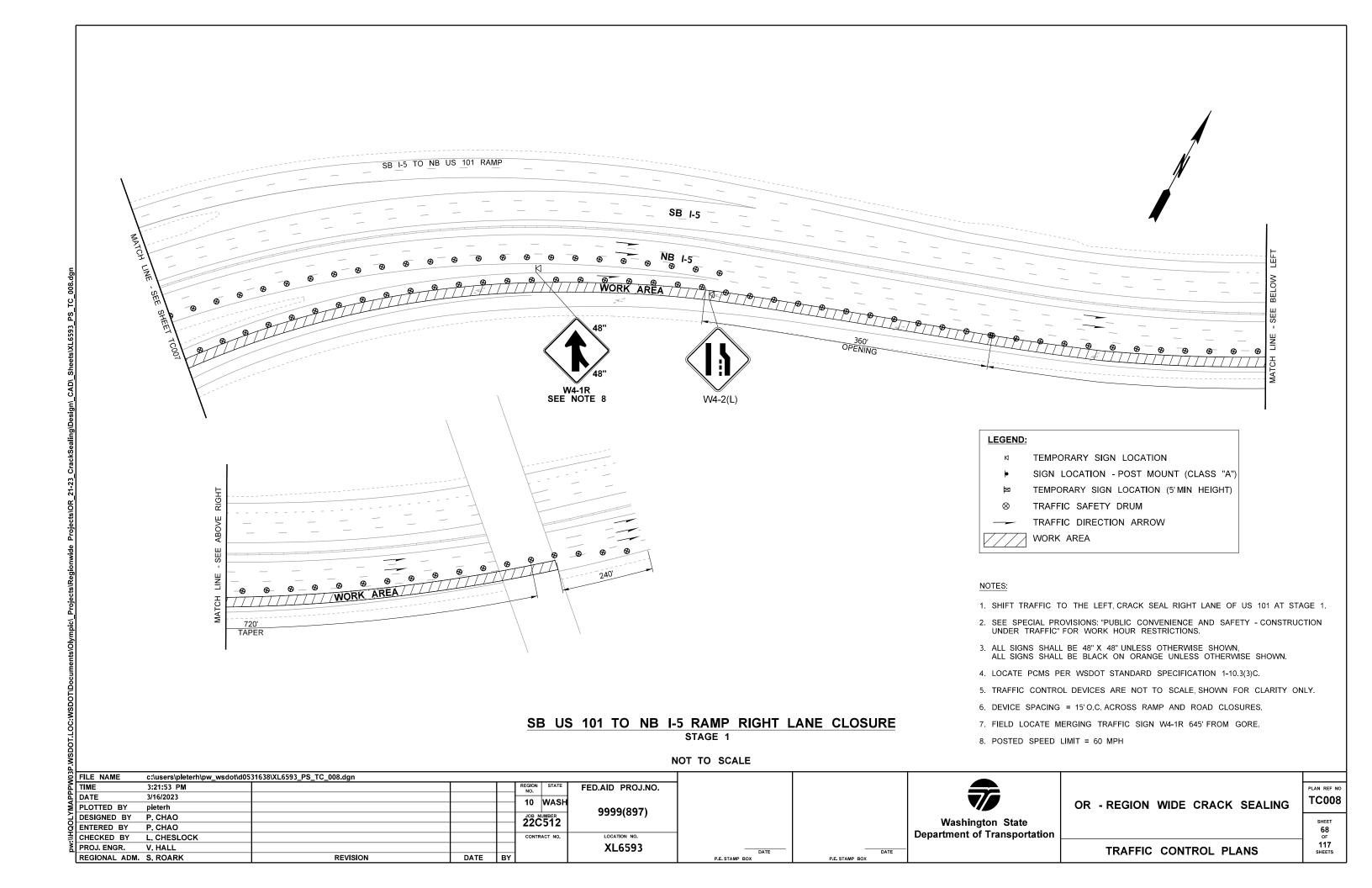


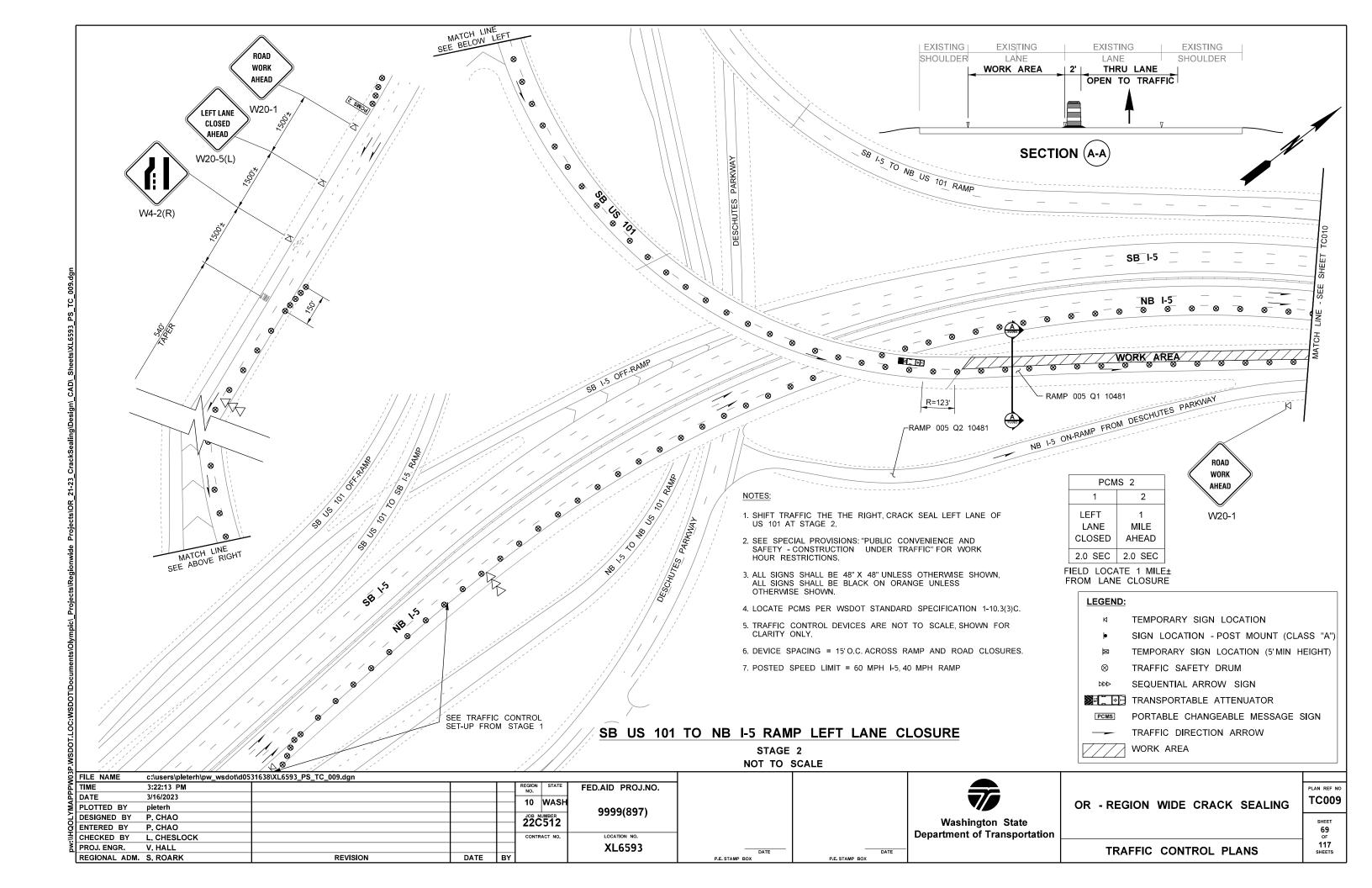


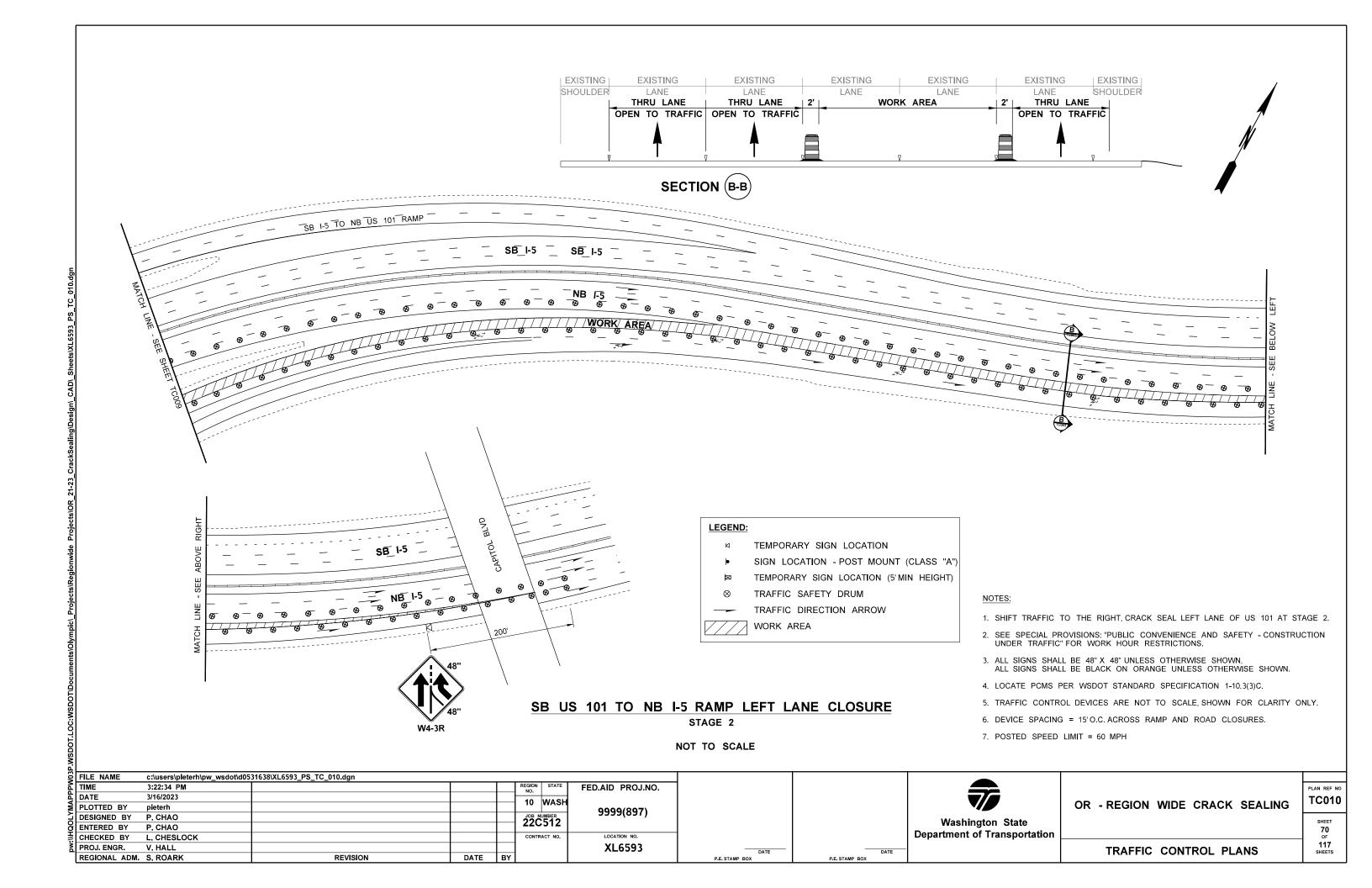


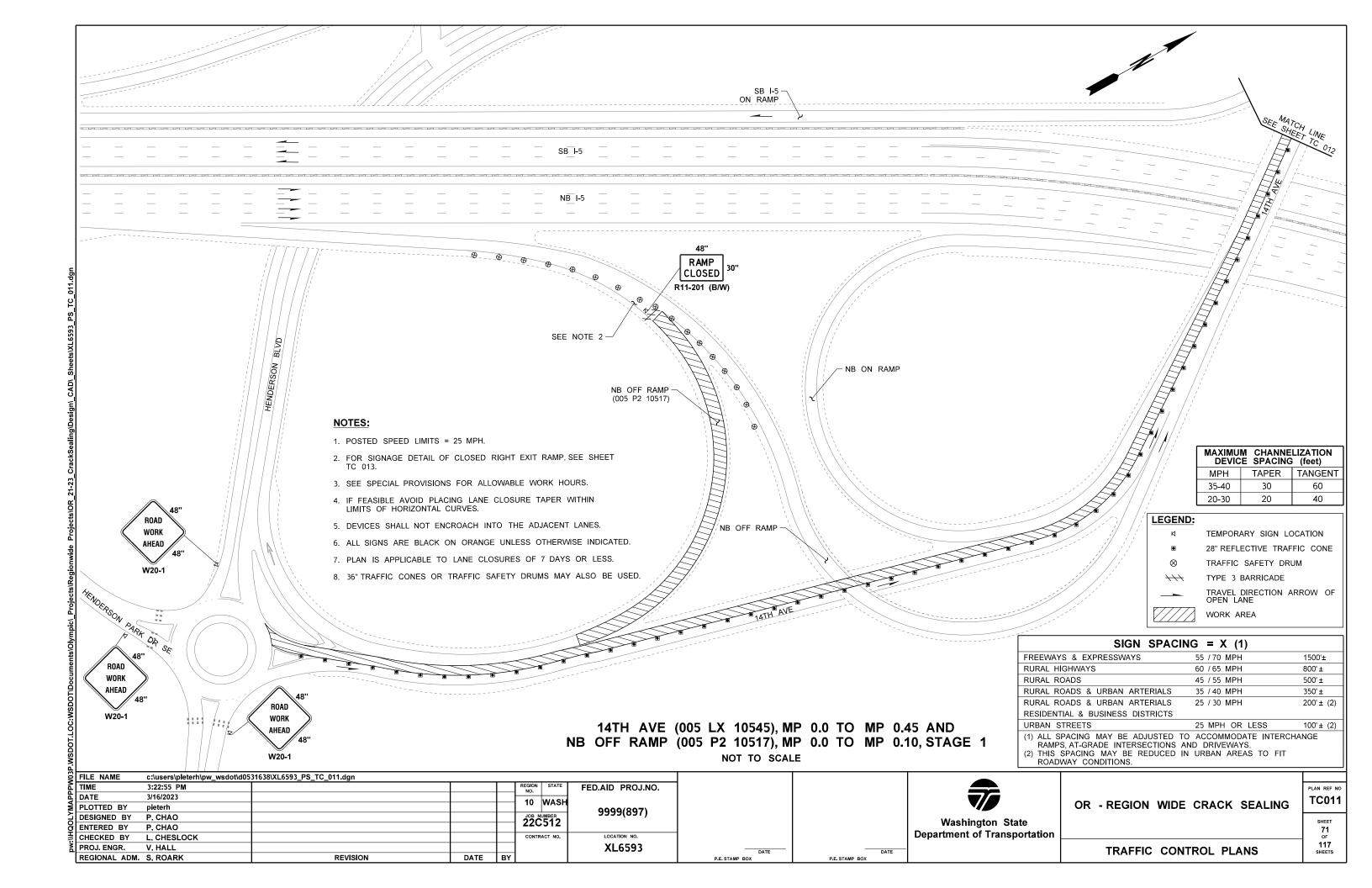


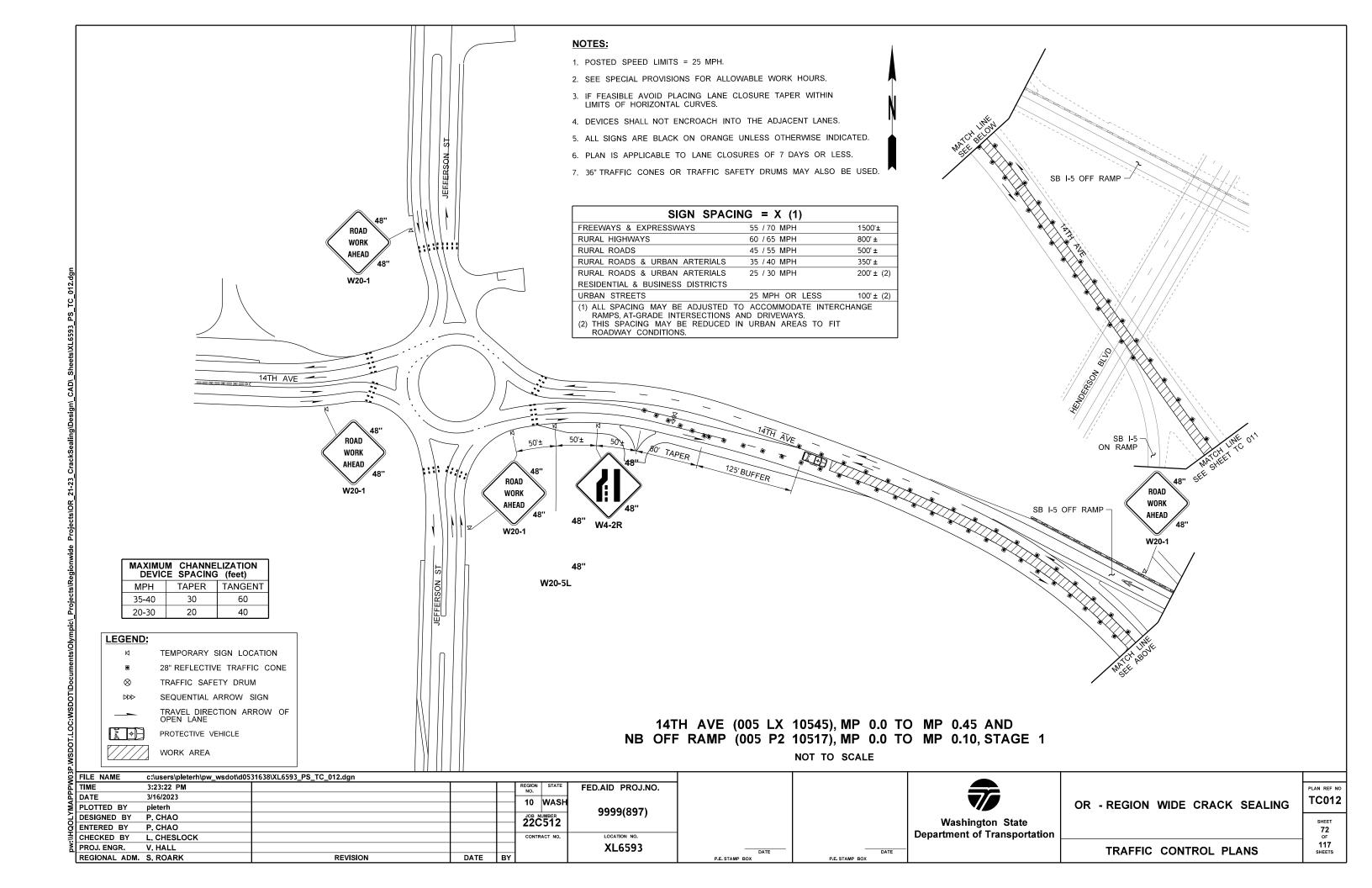


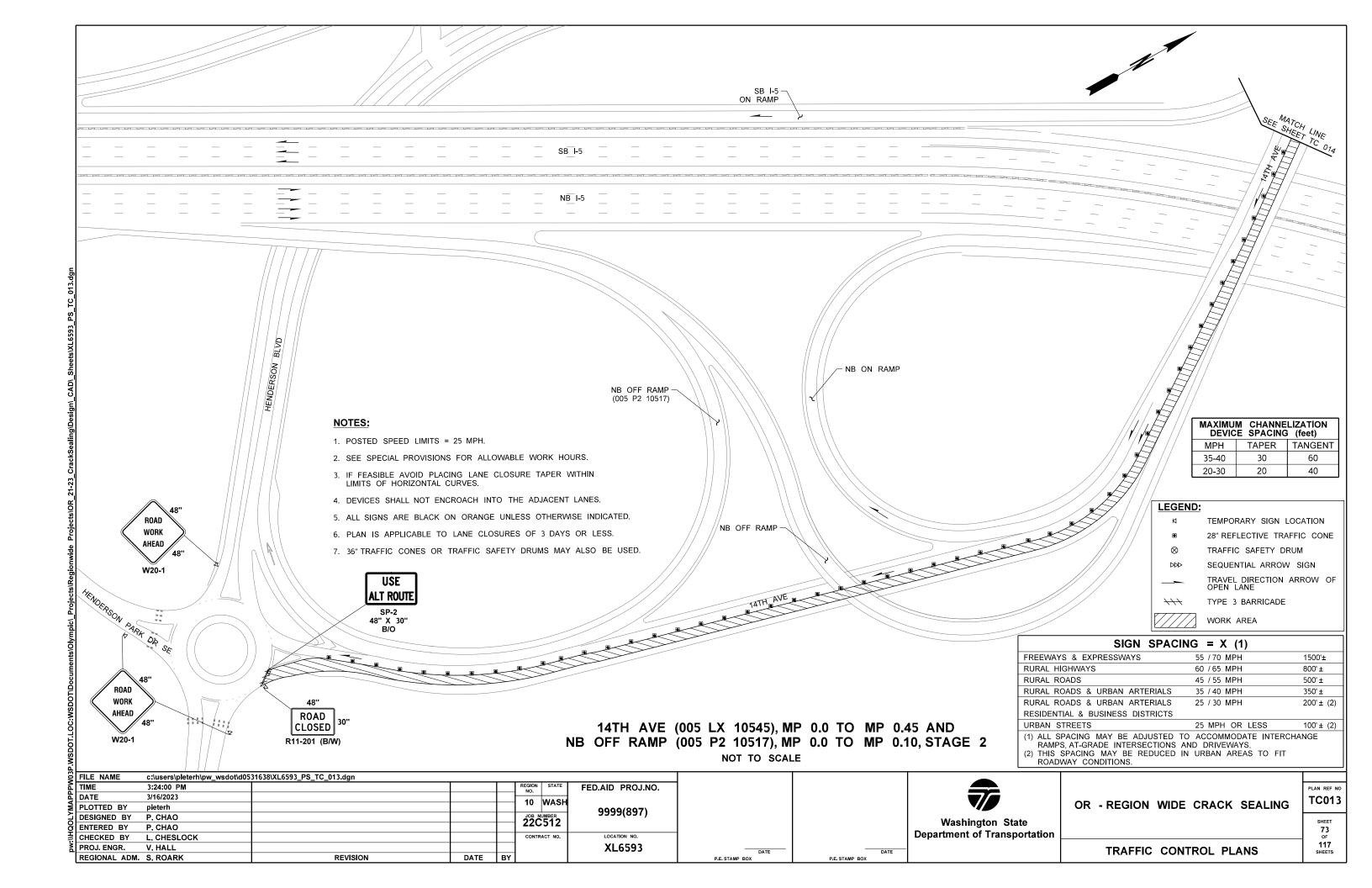


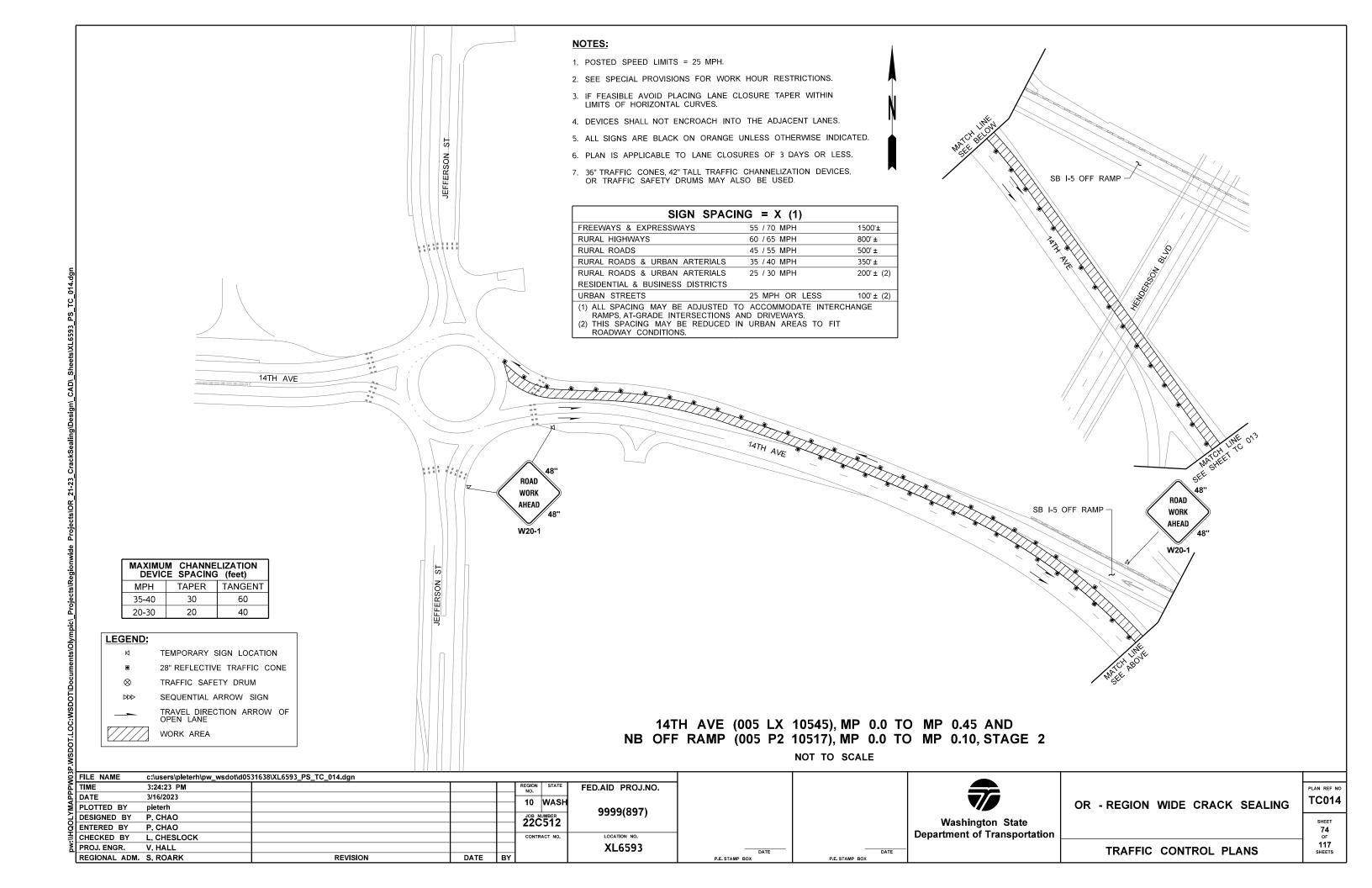


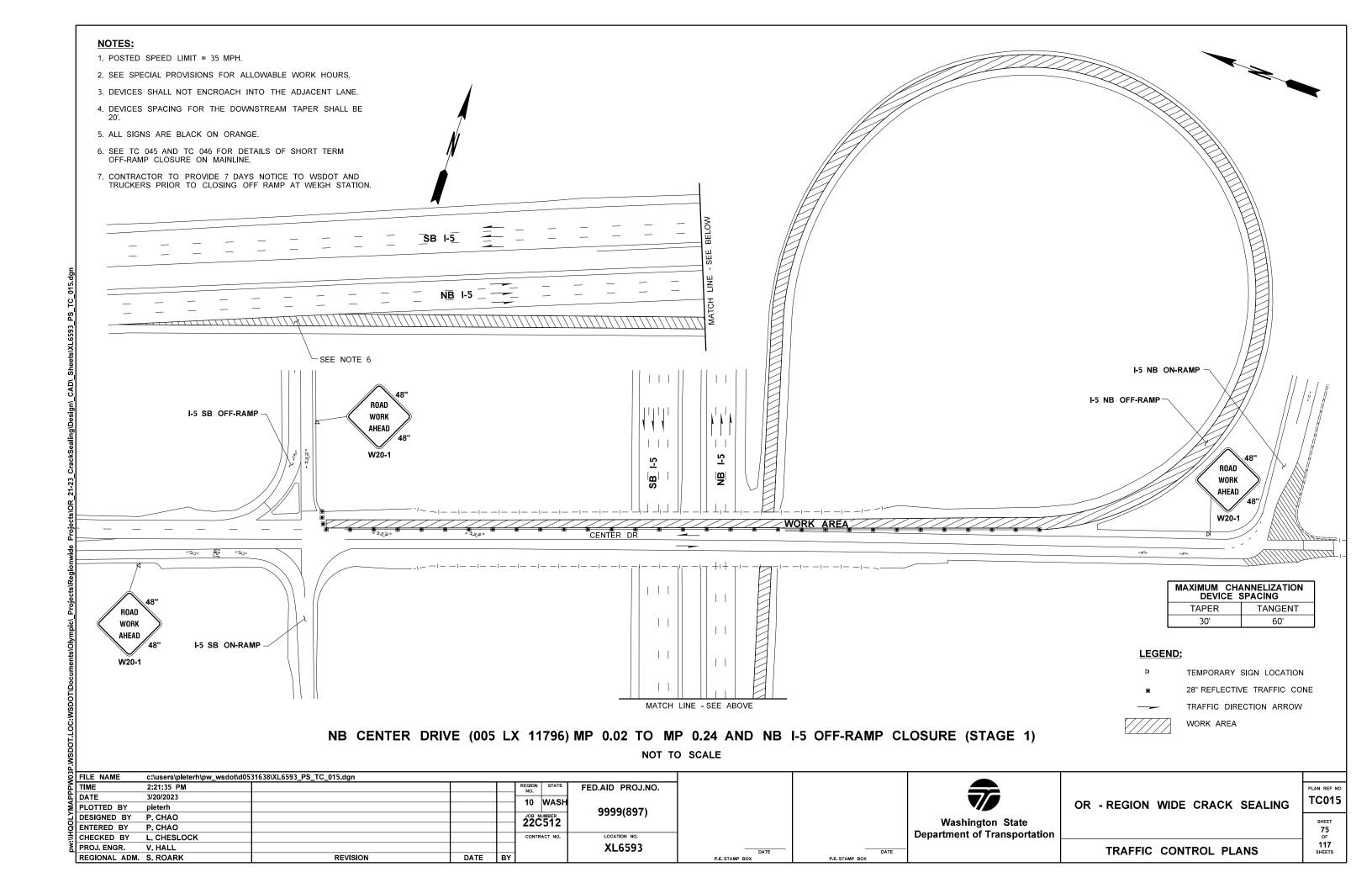


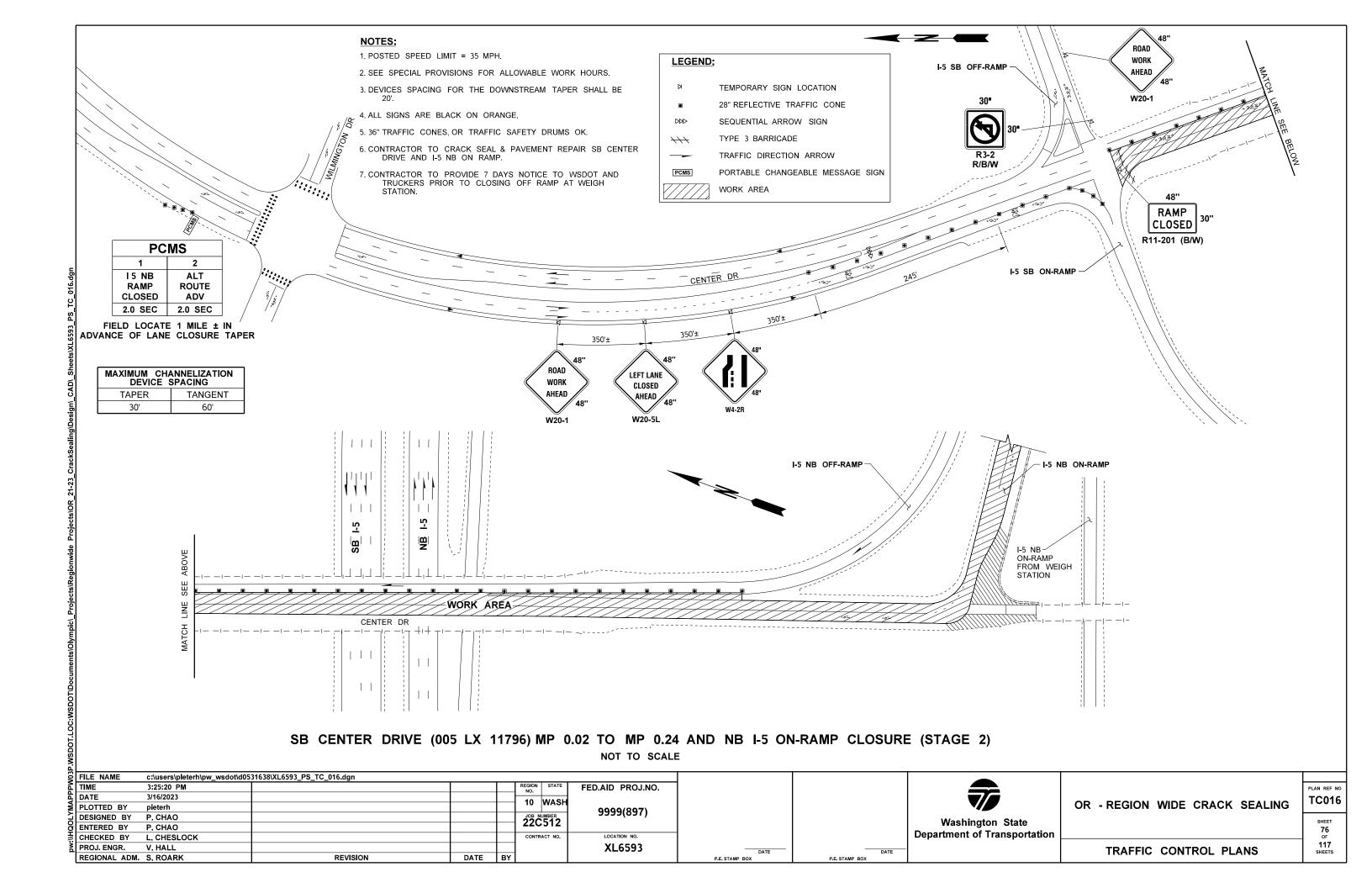


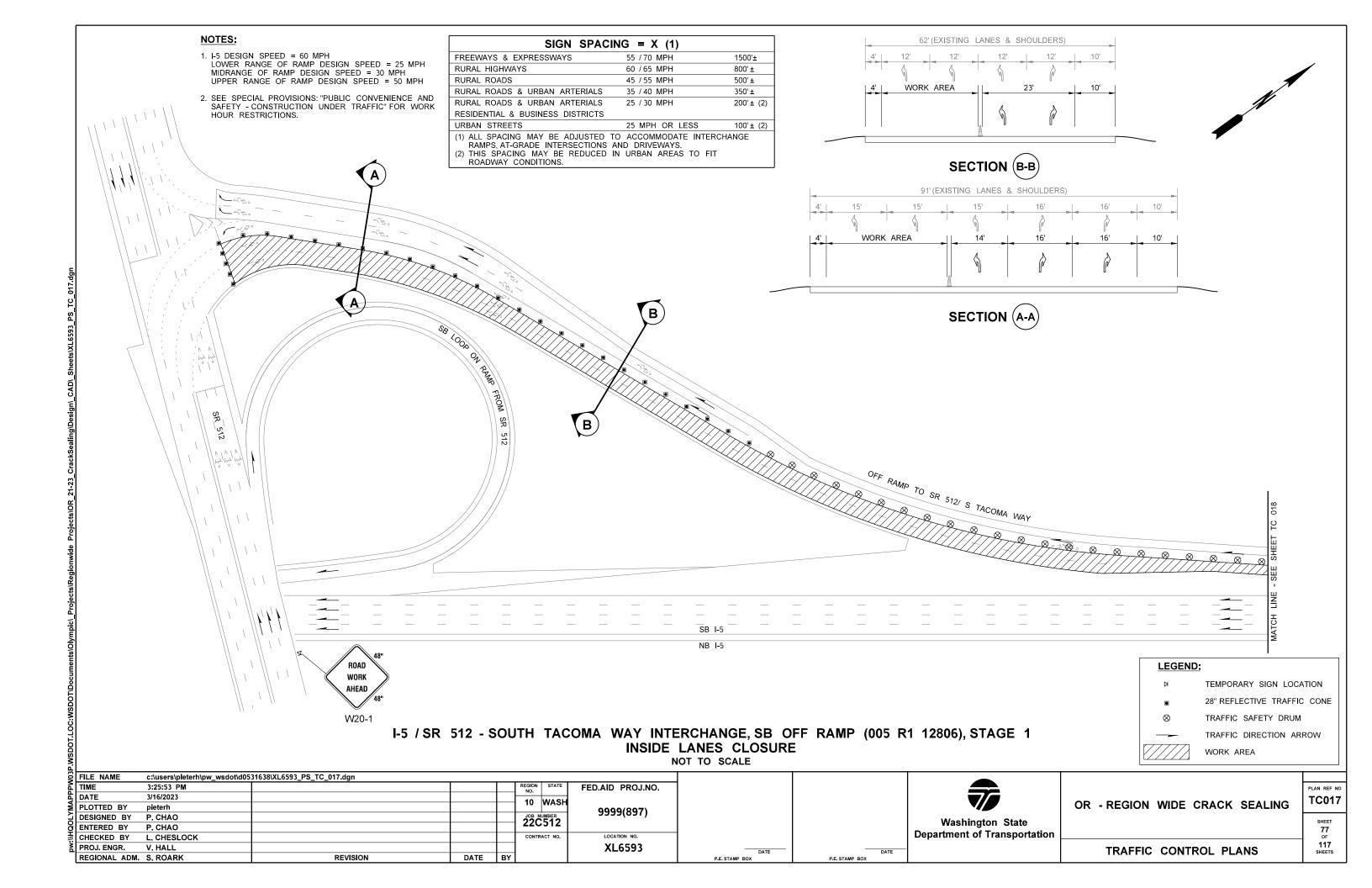


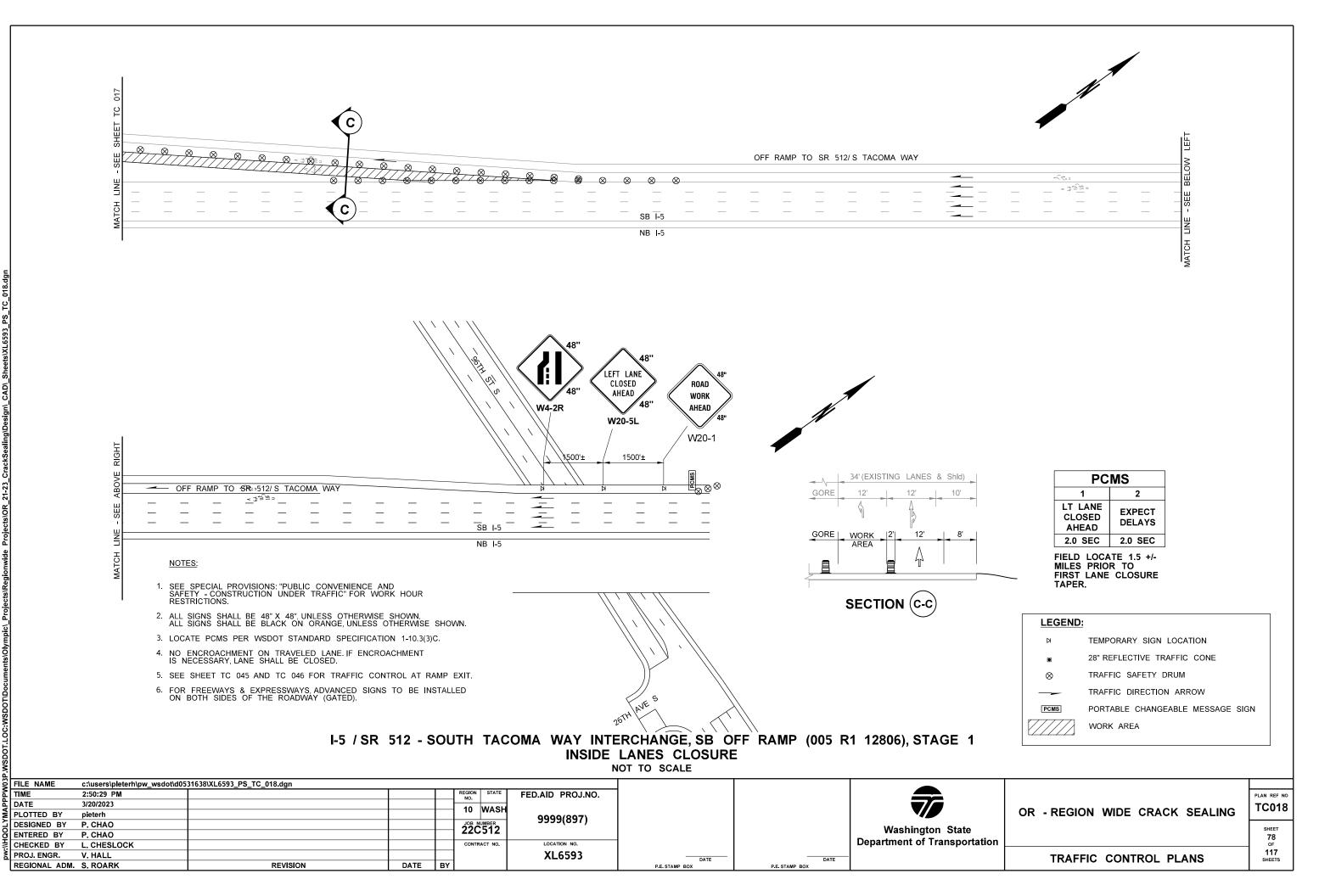


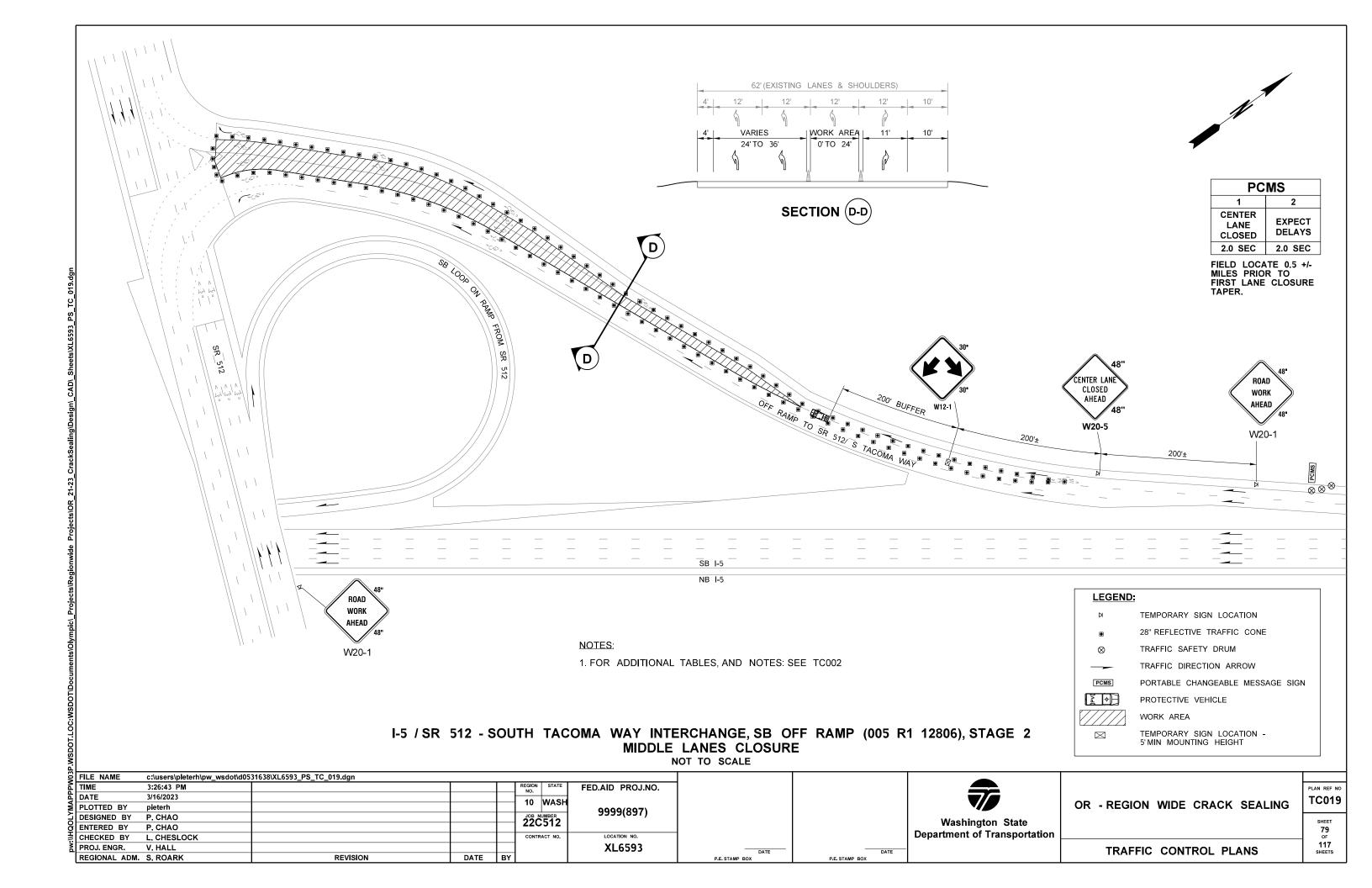


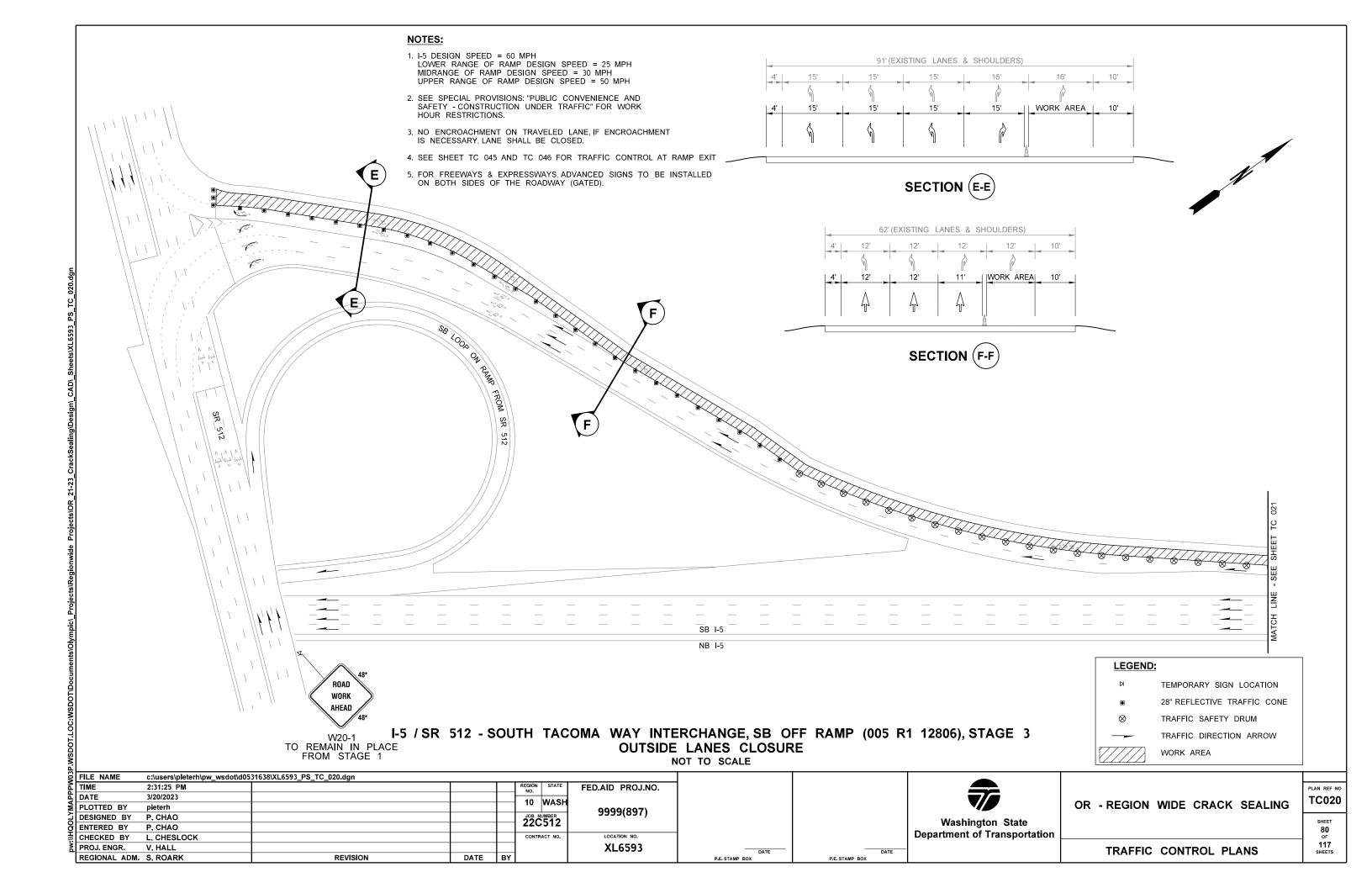


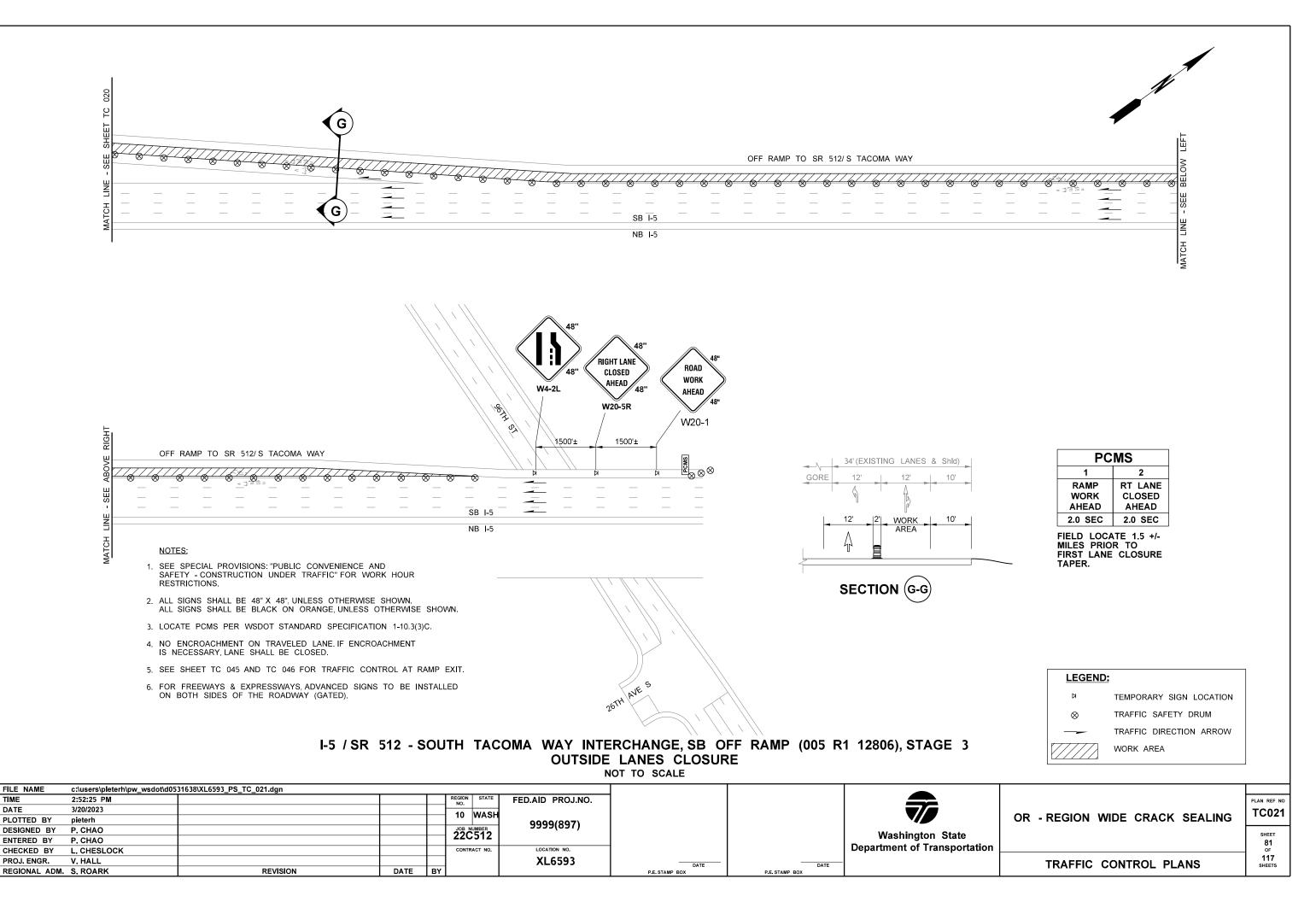


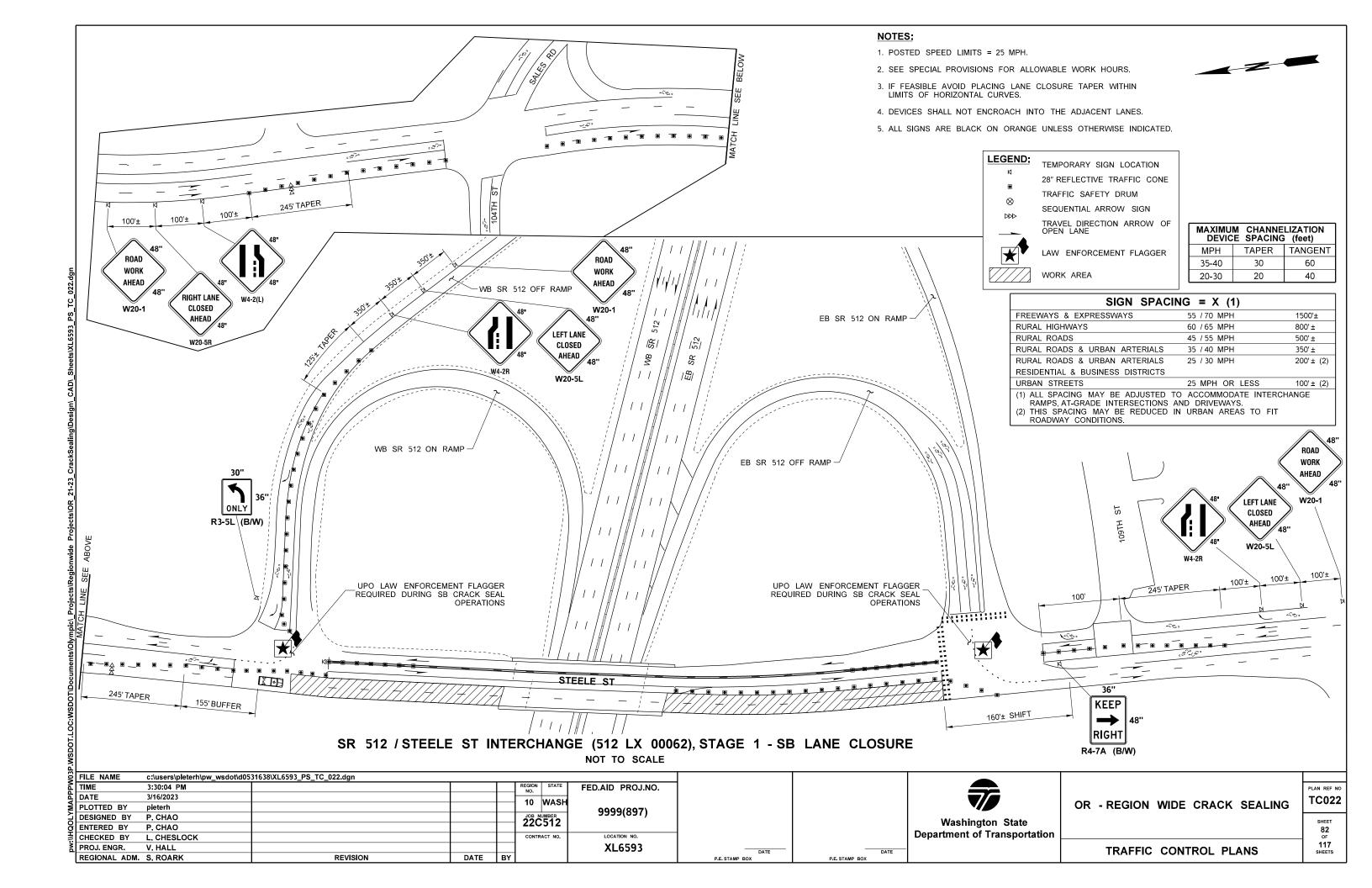


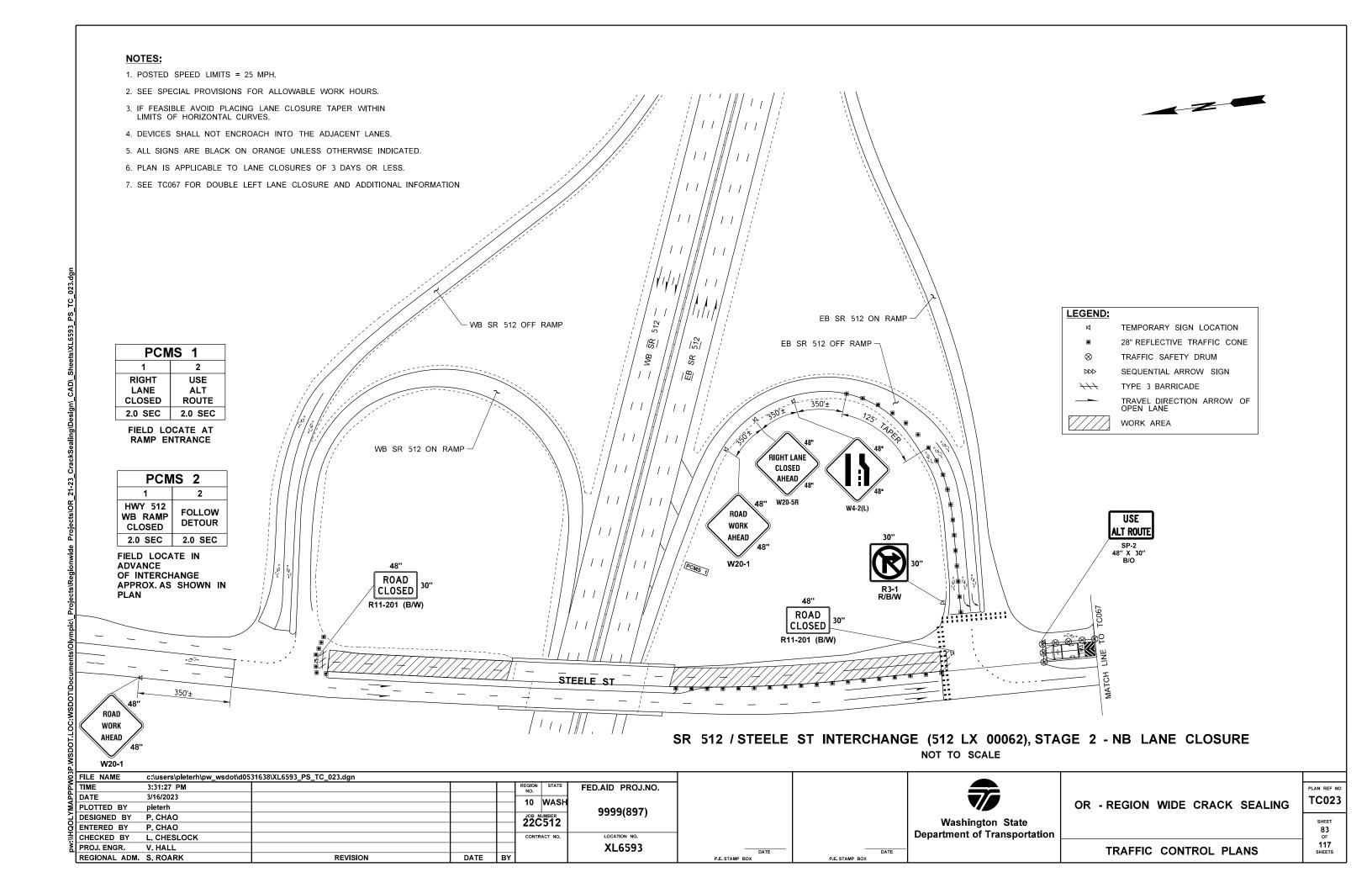


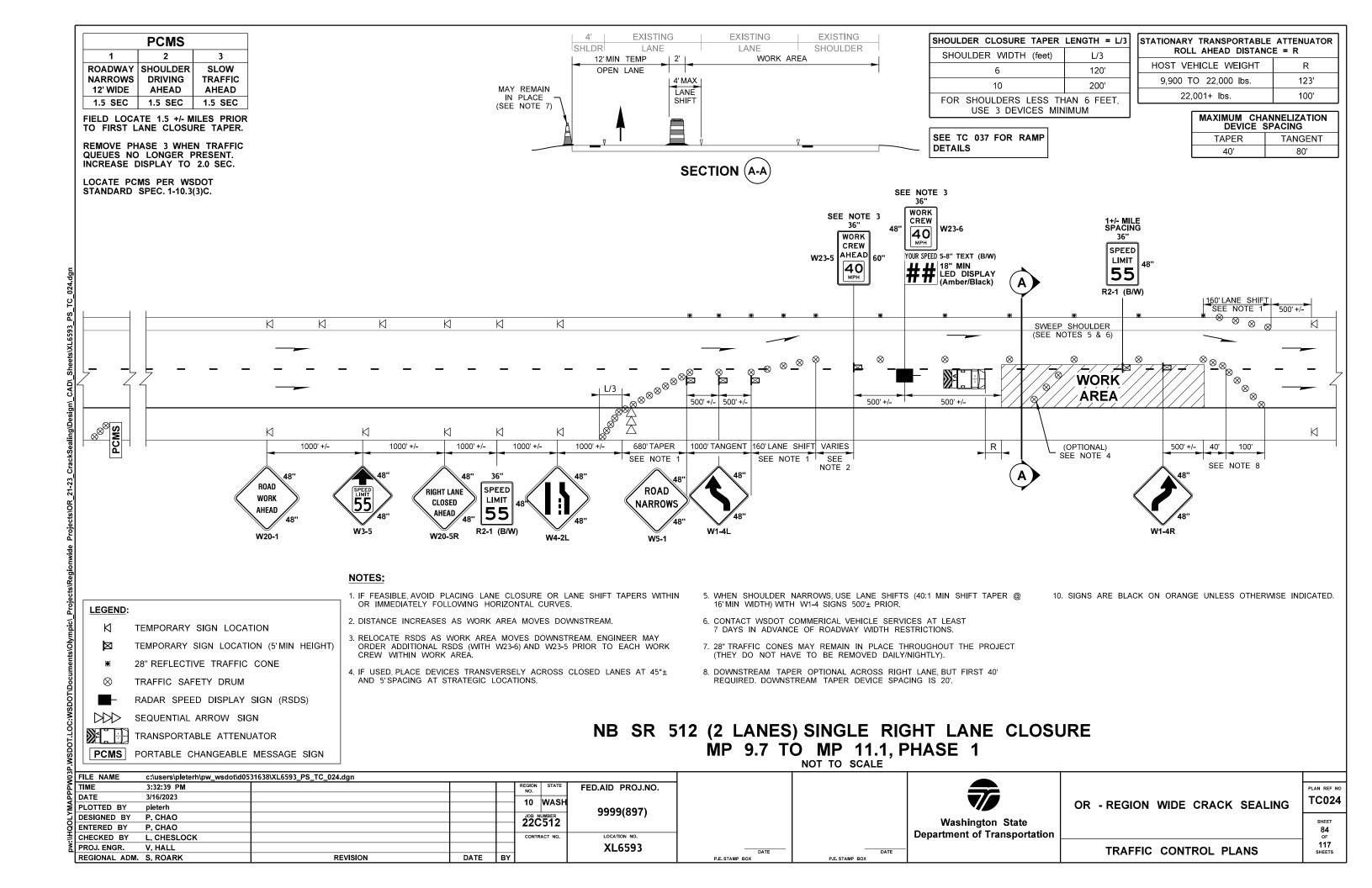


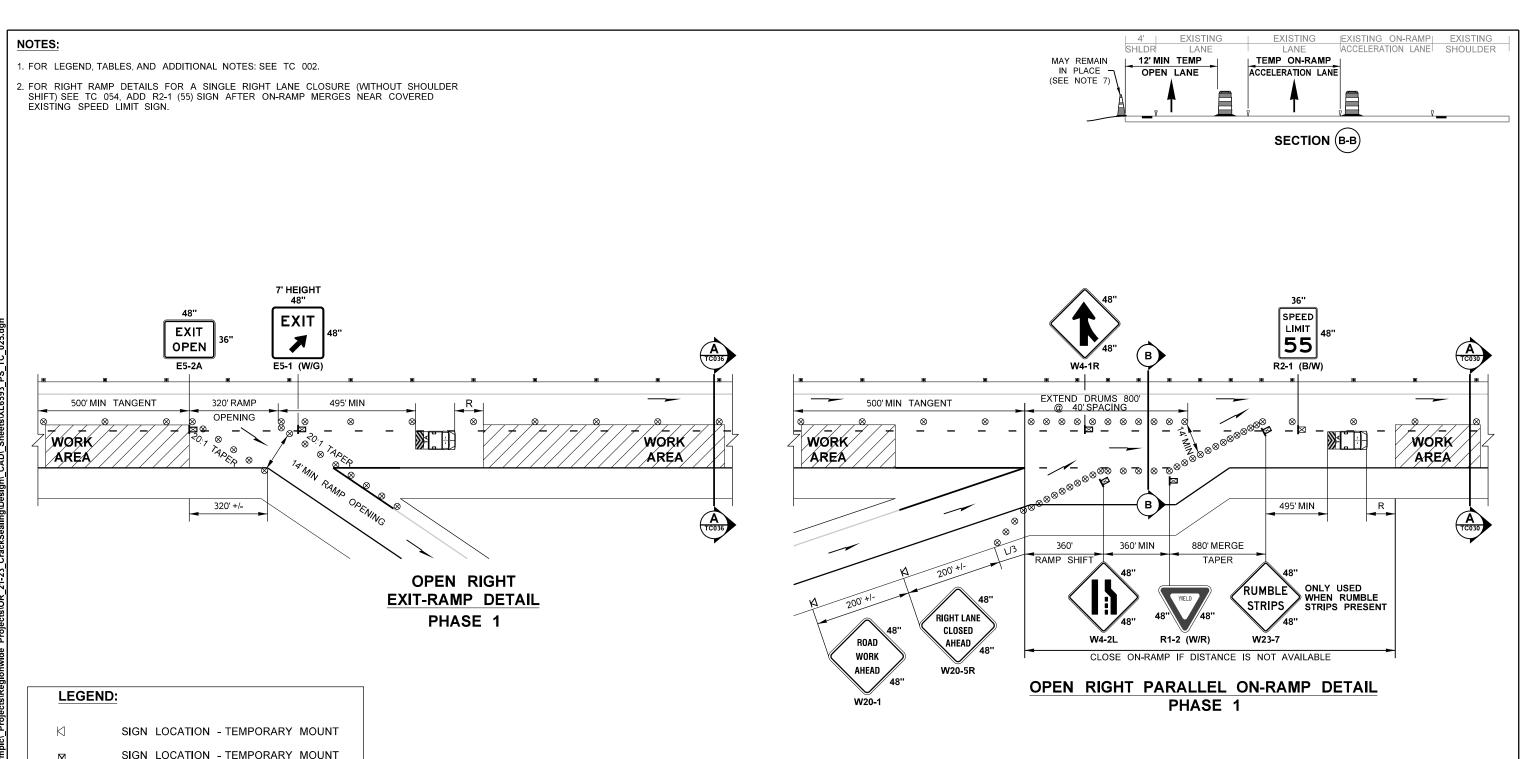


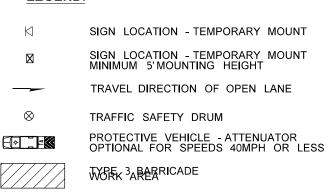








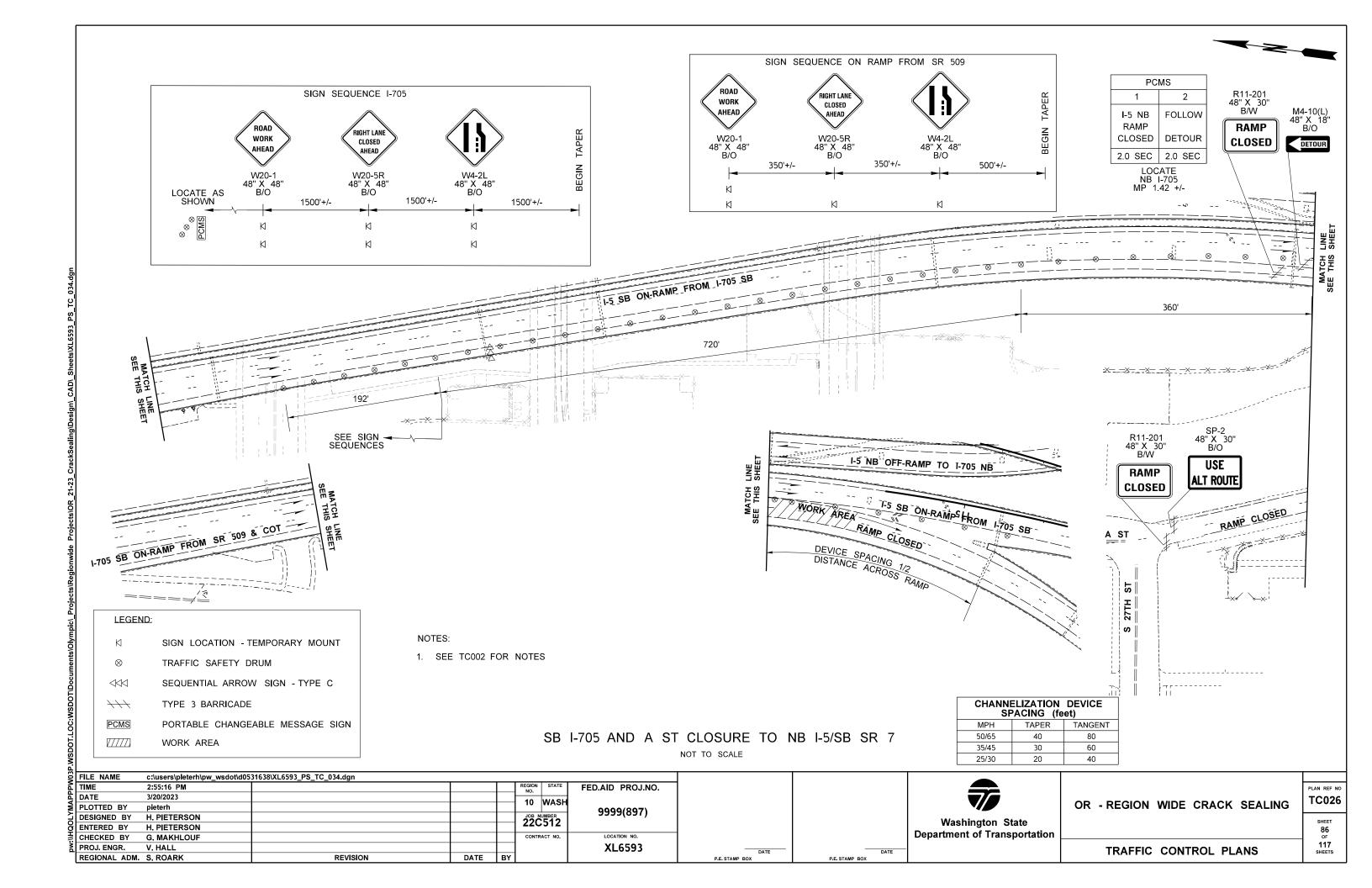


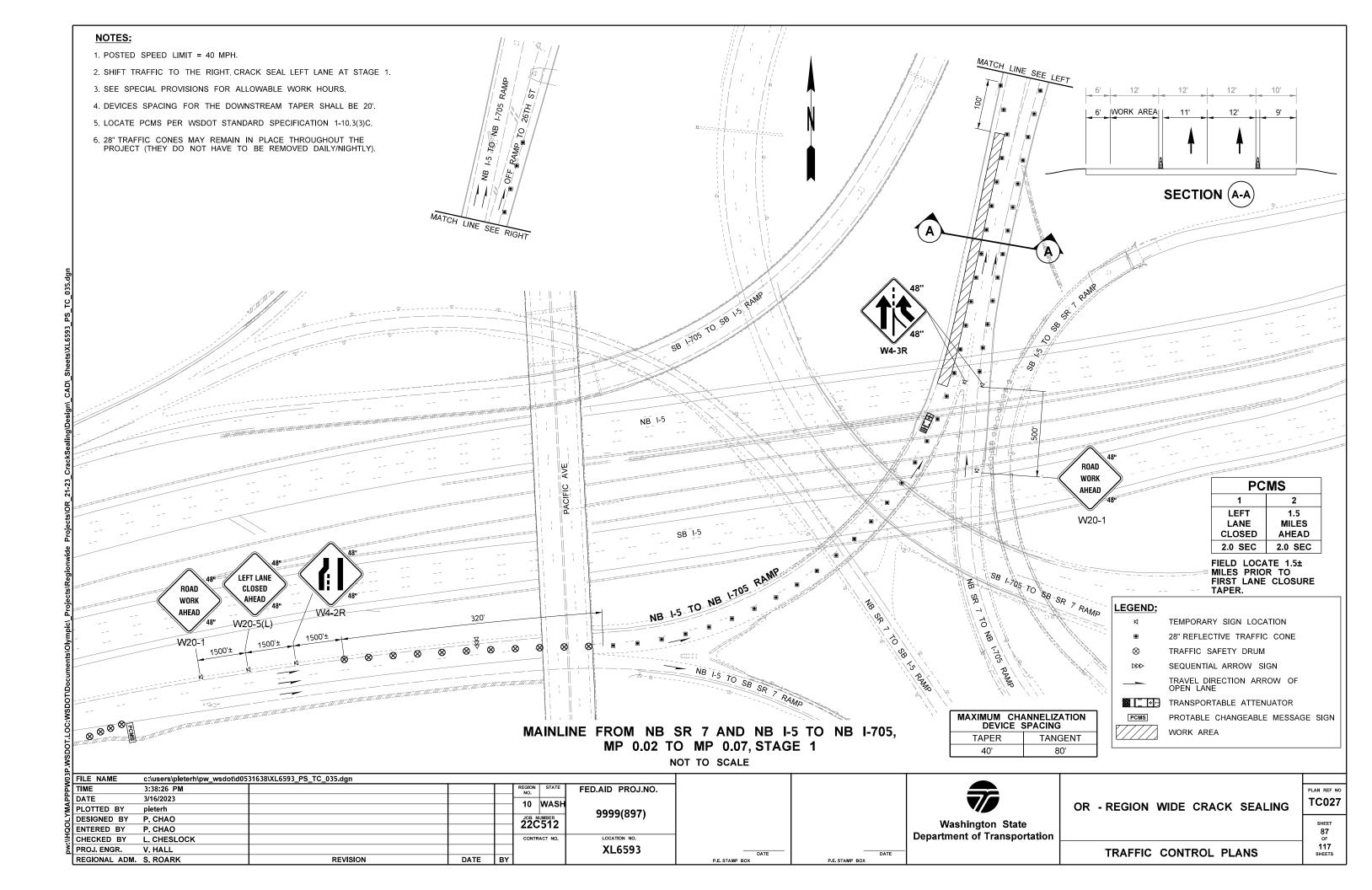


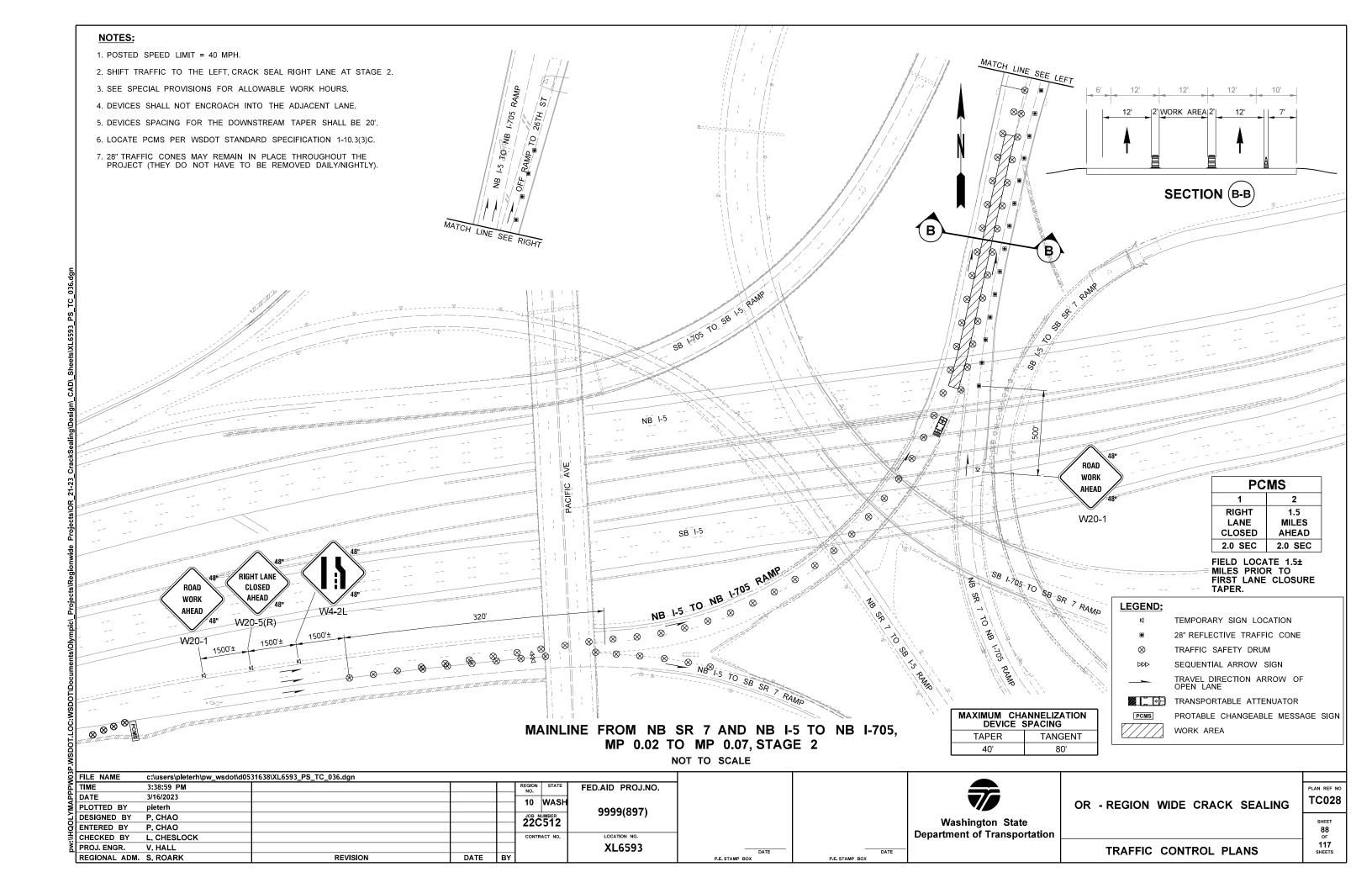
NB SR 512 (2 LANES): SINGLE RIGHT LANE CLOSURE (RAMP DETAILS)
MP 9.7 TO MP 11.1, PHASE 1

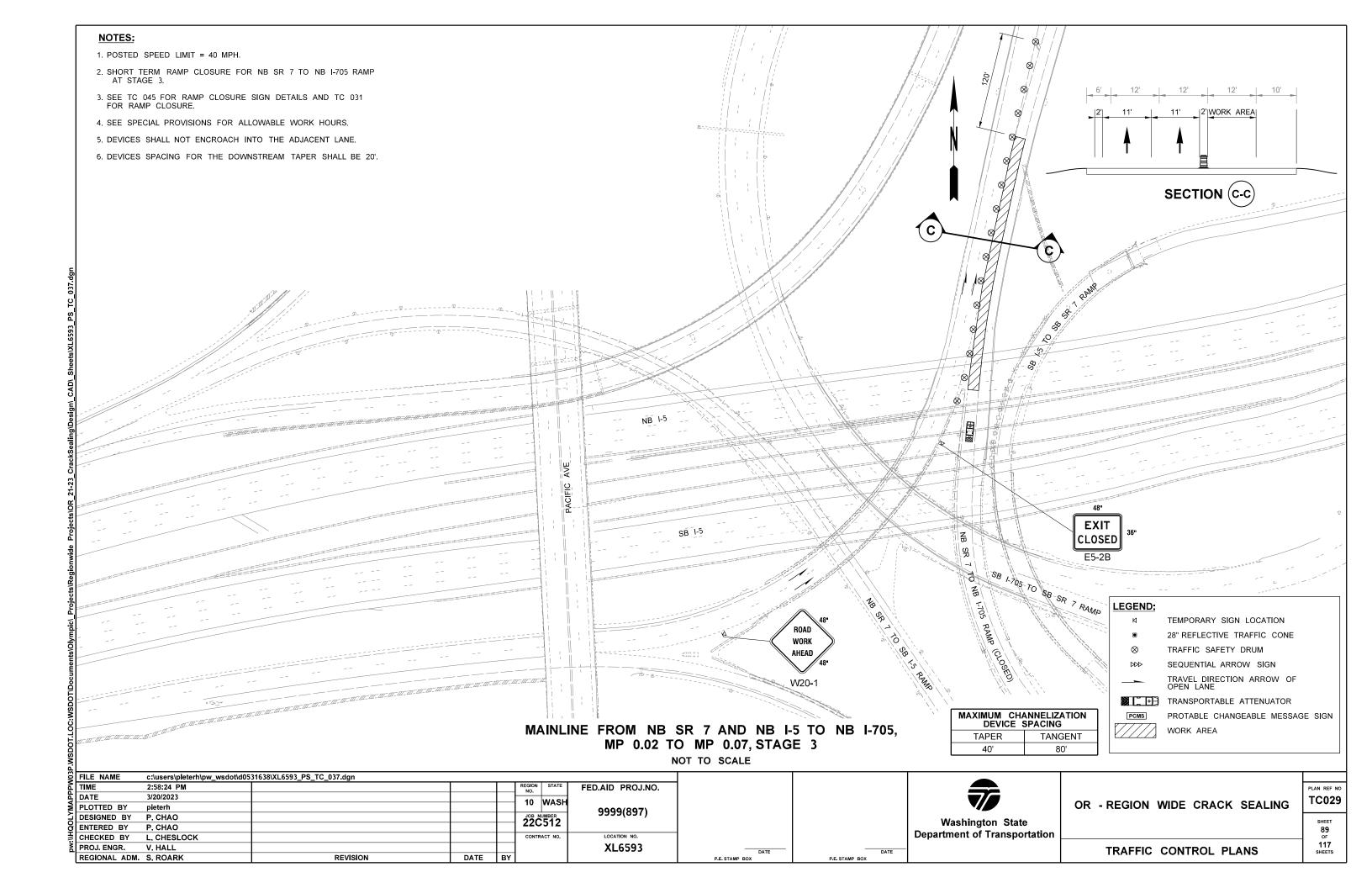
NOT	TO	SCALE
-----	----	-------

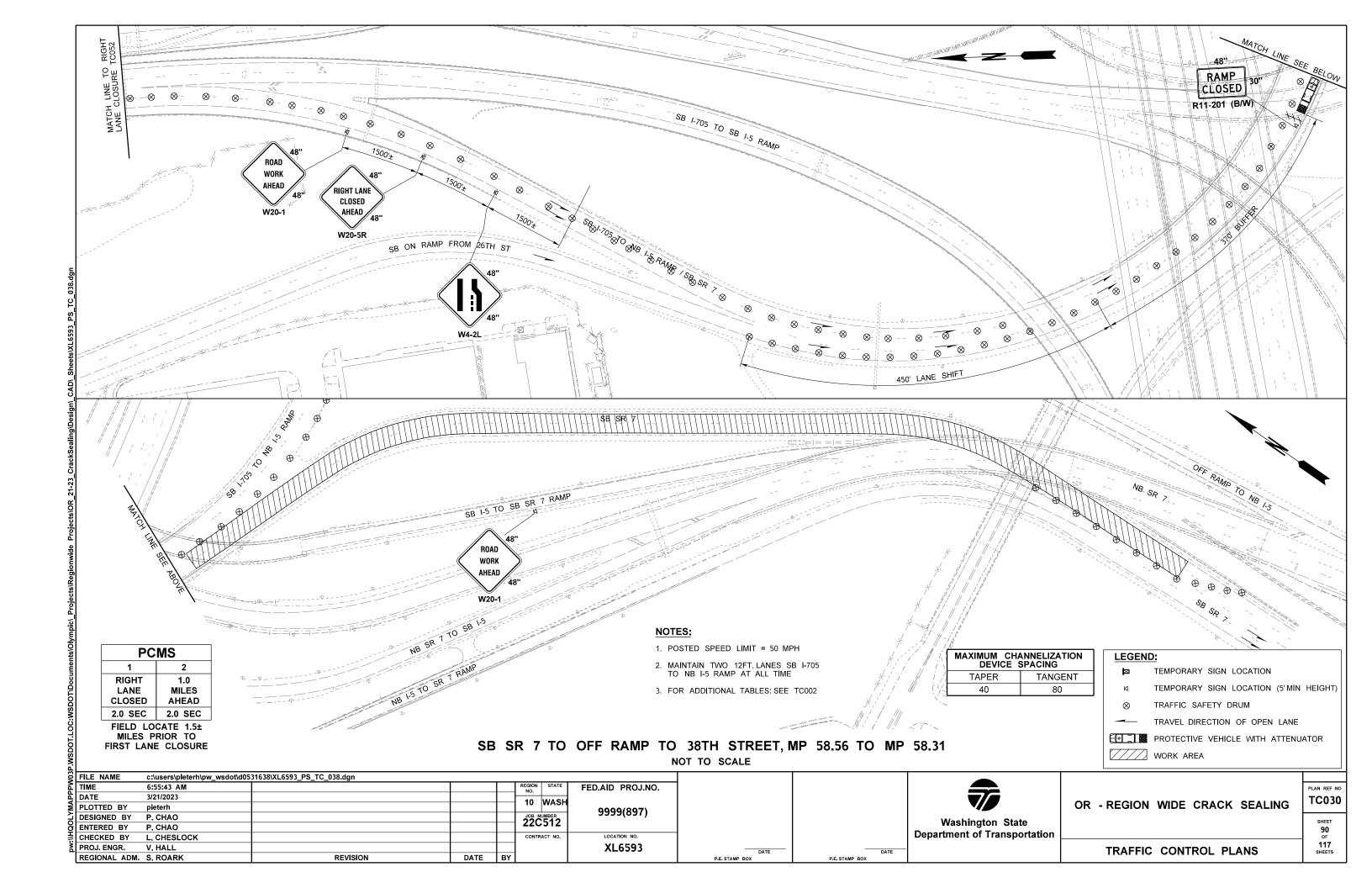
FILE NAME	c:\users\pleterh\pw_wsdot\d05	31638\XL6593_PS_TC_025.dgn									T
TIME	6:53:35 AM				REGION STATE	FED.AID PROJ.NO.					PLAN REF NO
DATE	3/21/2023				10 WASH				<b>\</b>		TC025
PLOTTED BY	pieterh				IU WASH	9999(897)				OR - REGION WIDE CRACK SEALING	1.0023
DESIGNED BY	P. CHAO				ов NUMBER 22С512	3333(031)			Washington State		SHEET
ENTERED BY	P. CHAO				220312				_		85
CHECKED BY	L. CHESLOCK				CONTRACT NO.	LOCATION NO.			Department of Transportation		OF
PROJ. ENGR.	V. HALL					XL6593	DATE	DATE		TRAFFIC CONTROL PLANS	117 SHEETS
REGIONAL ADM.	S. ROARK	REVISION	DATE	BY			P.E. STAMP BOX	P.E. STAMP BOX		TRAITIC CONTROL I LANG	SHEETS

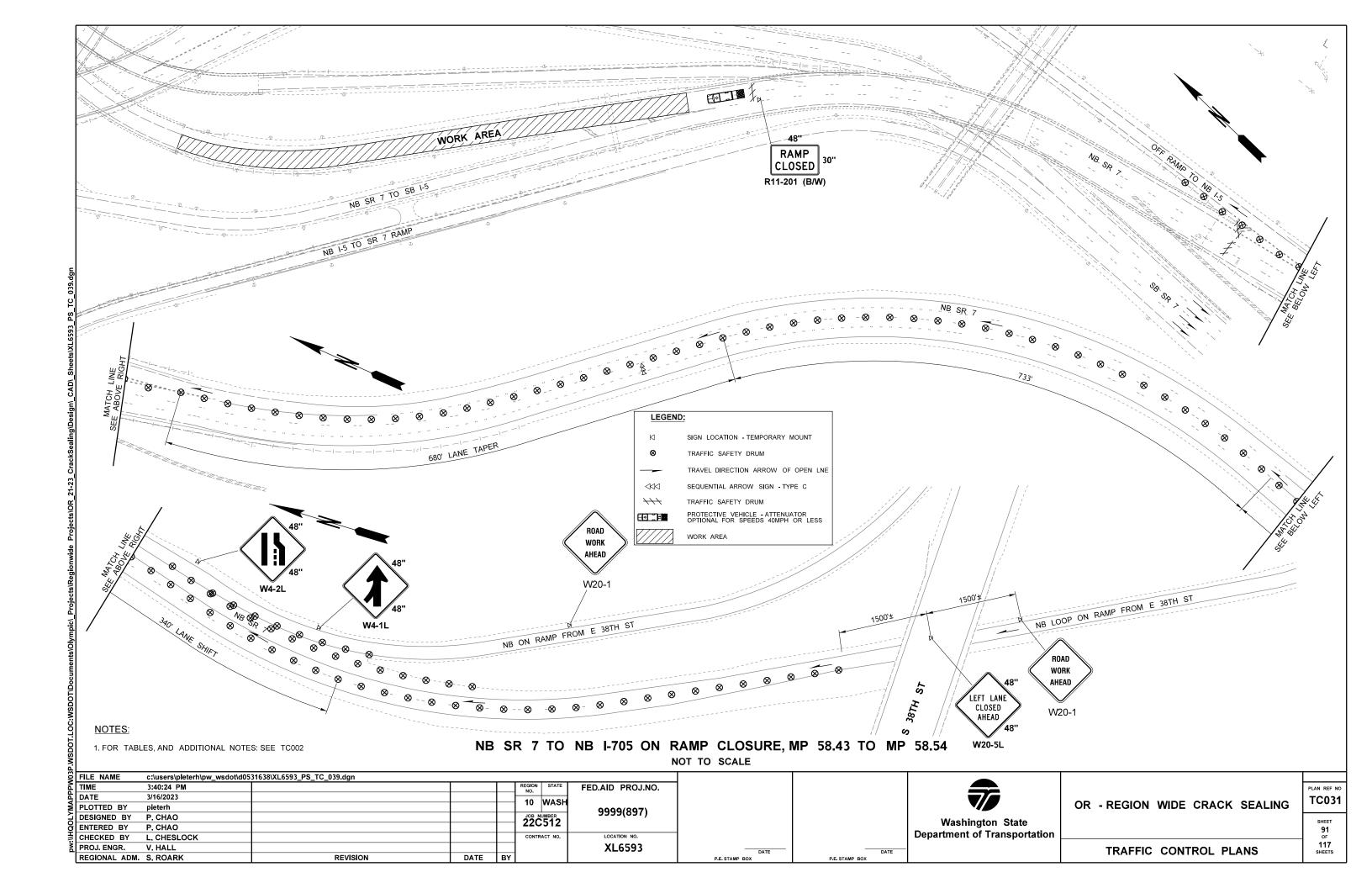


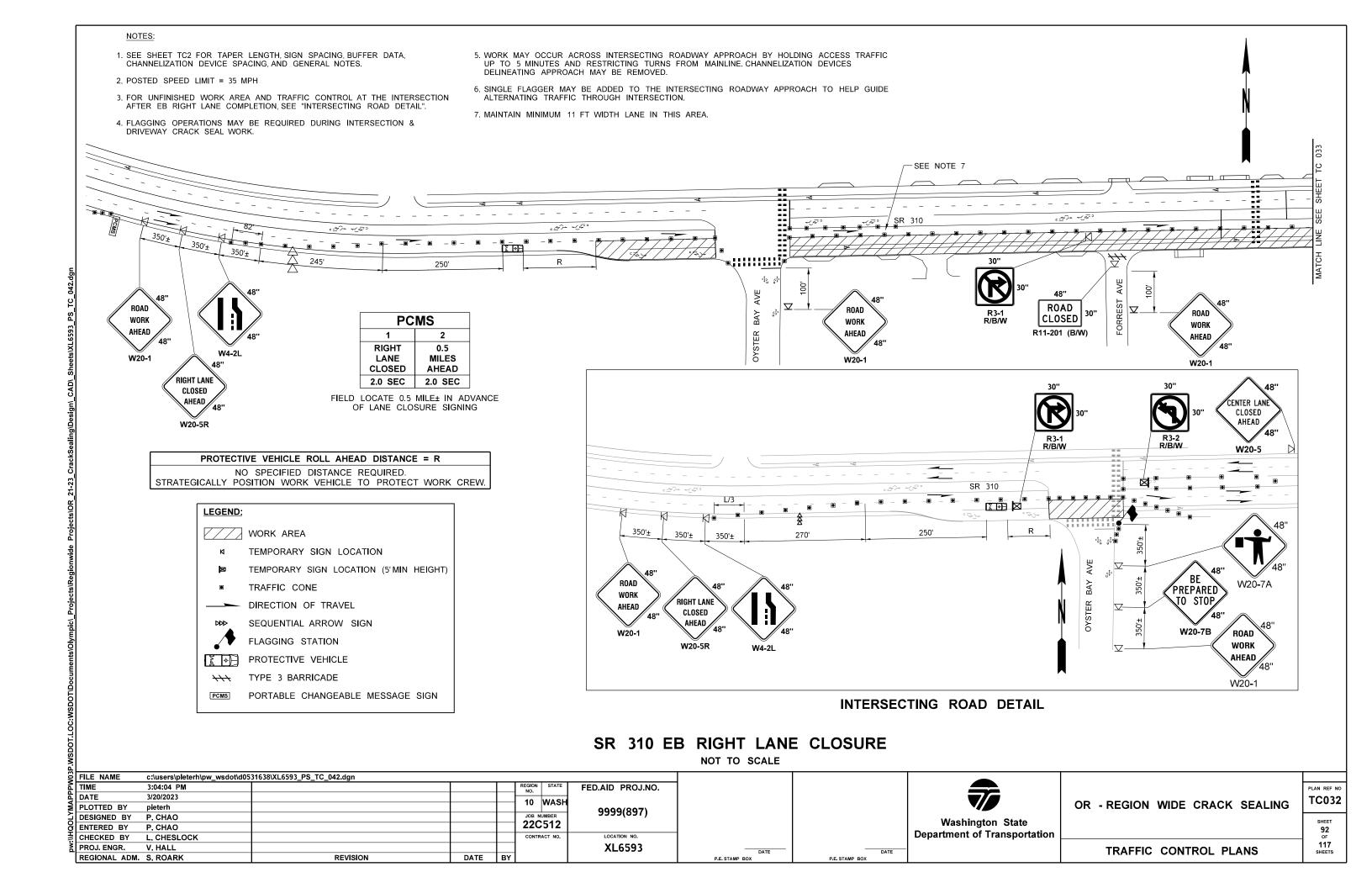


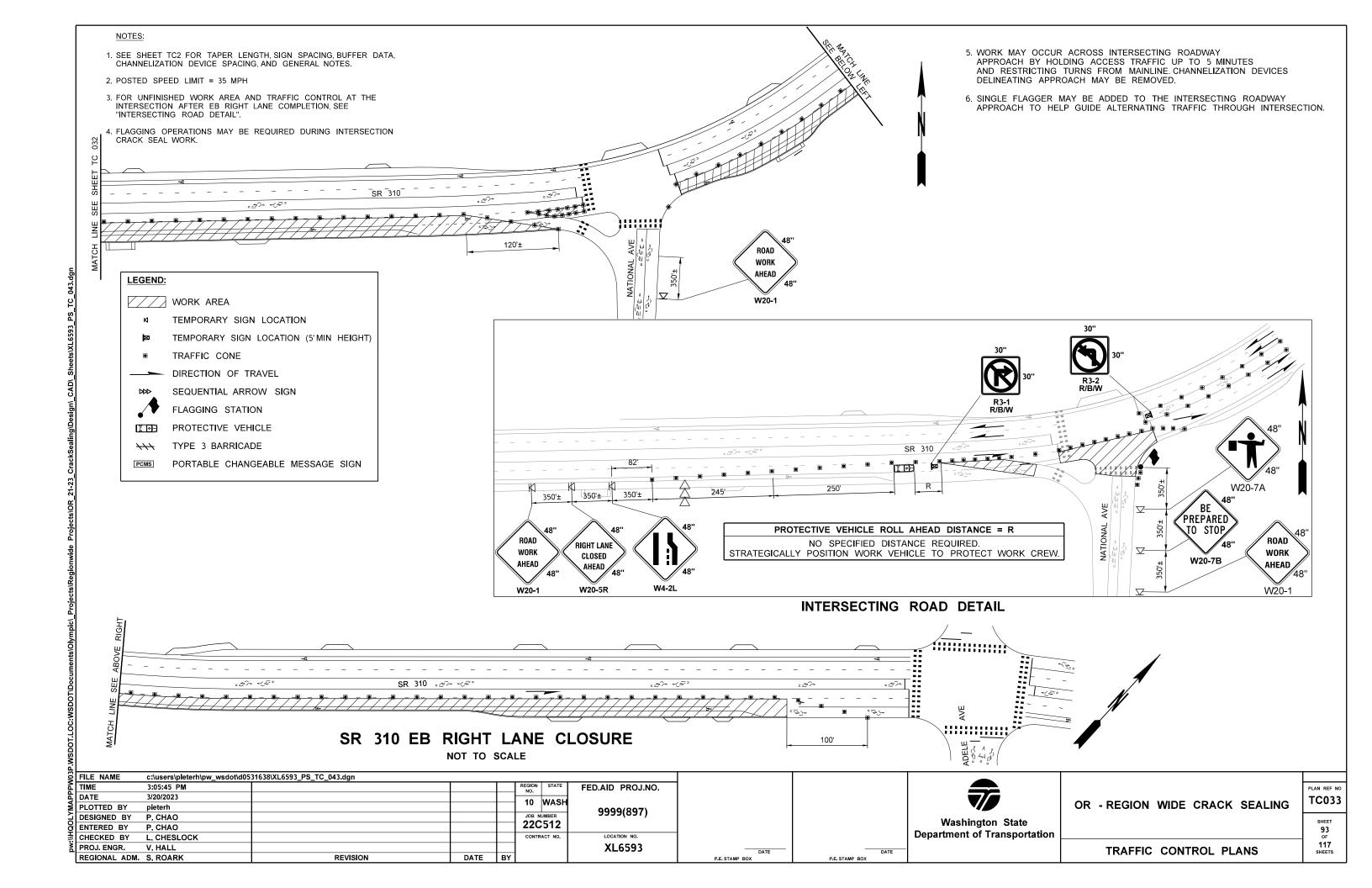


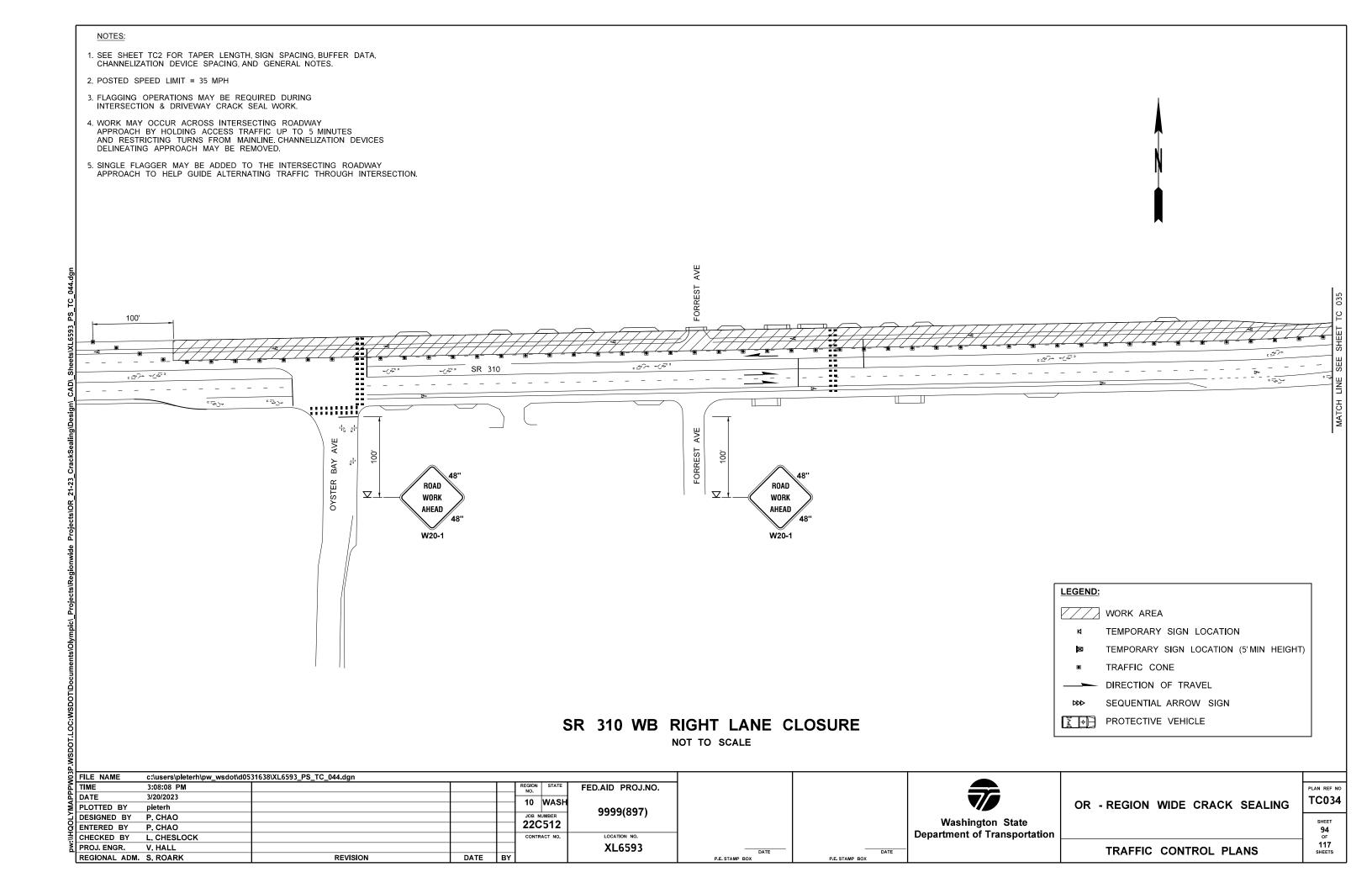


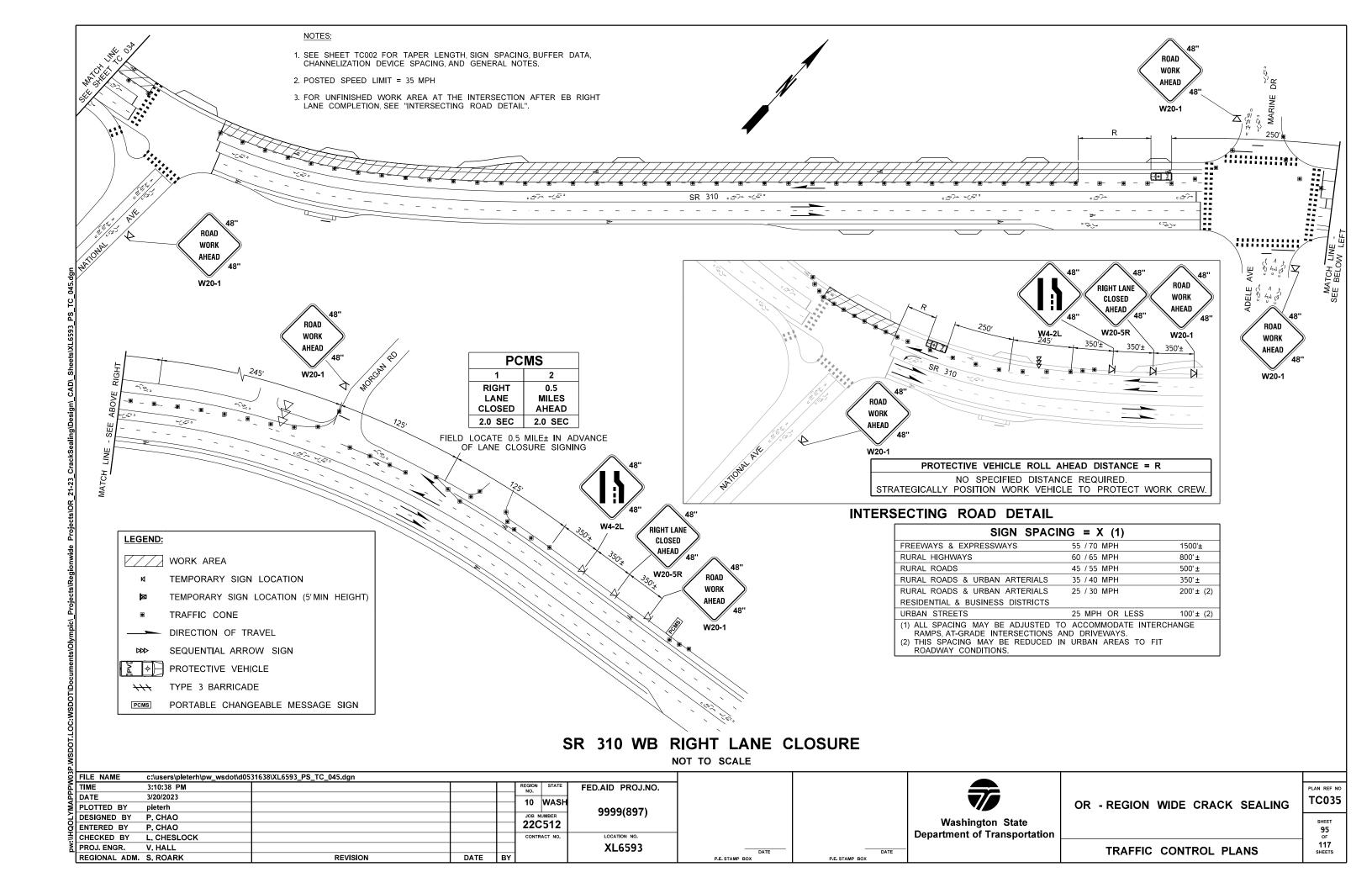


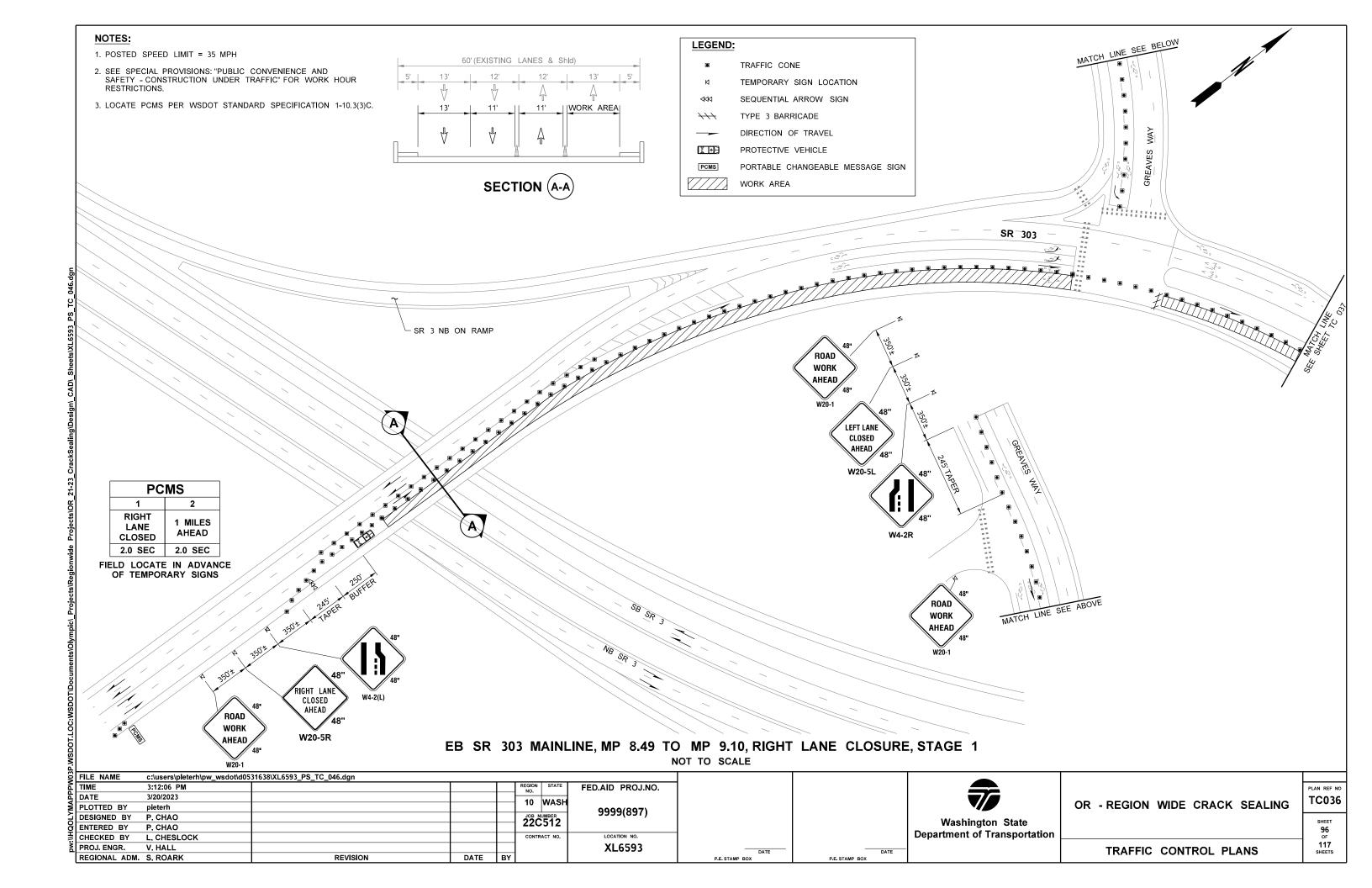


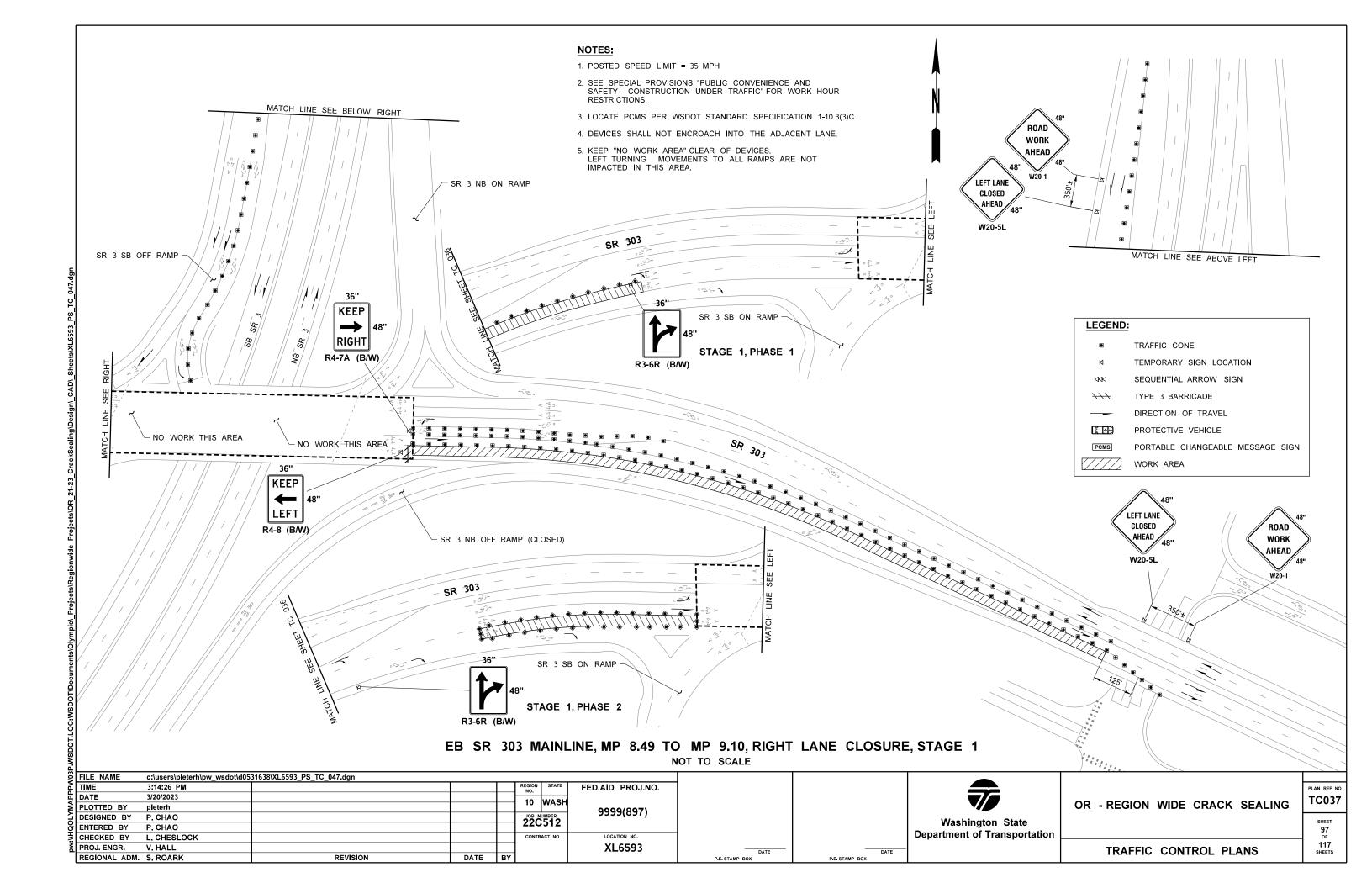


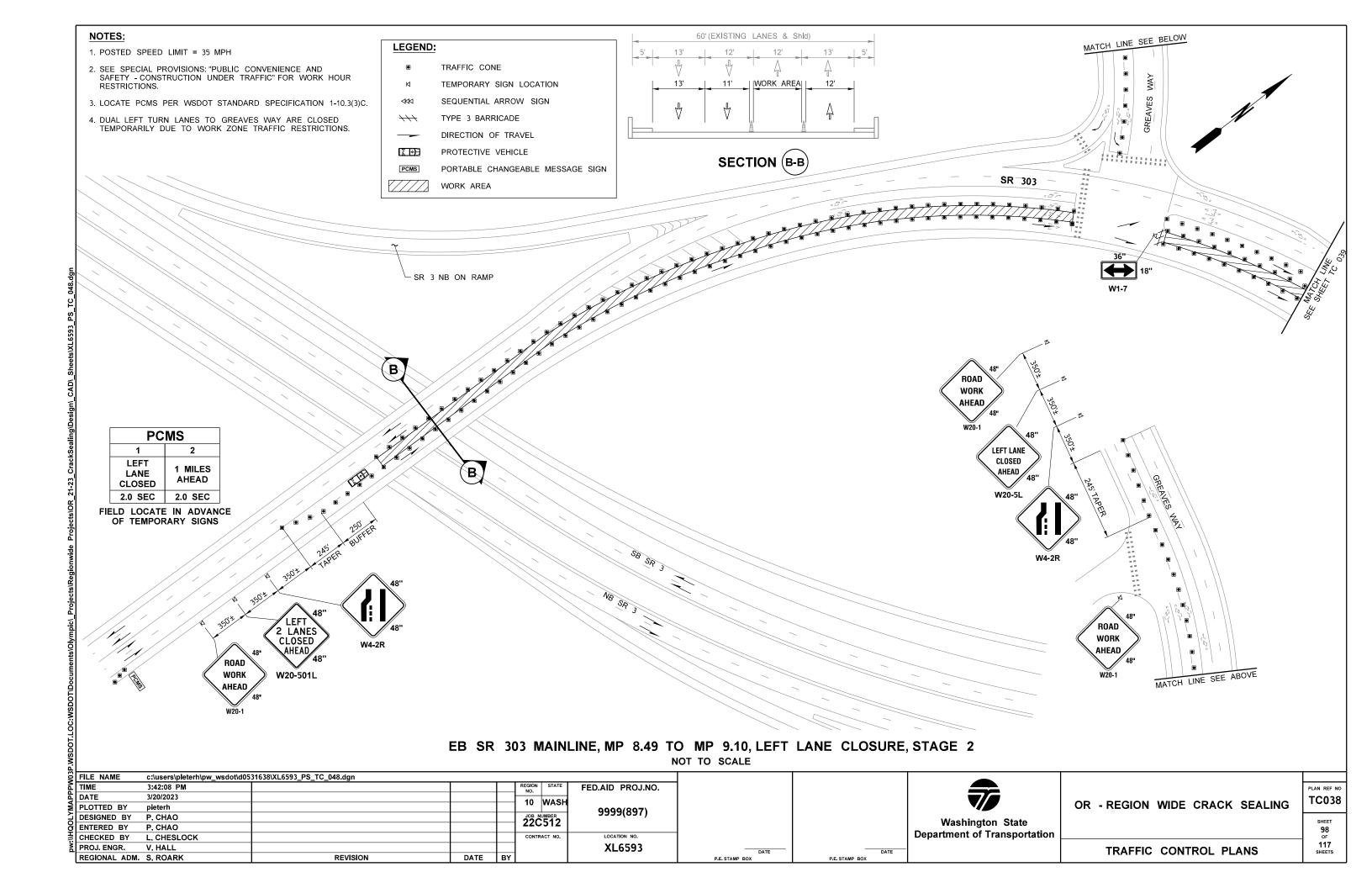


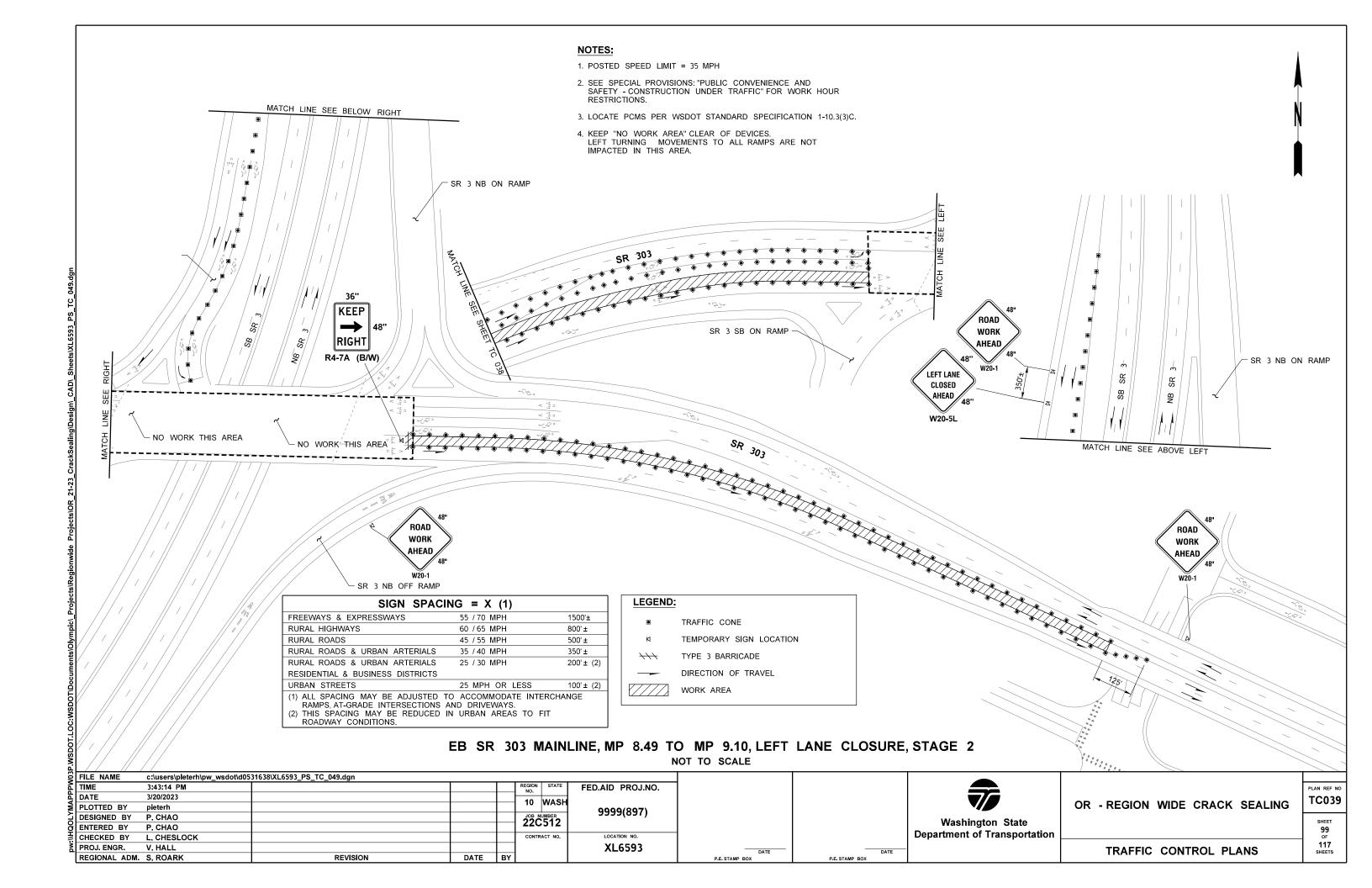


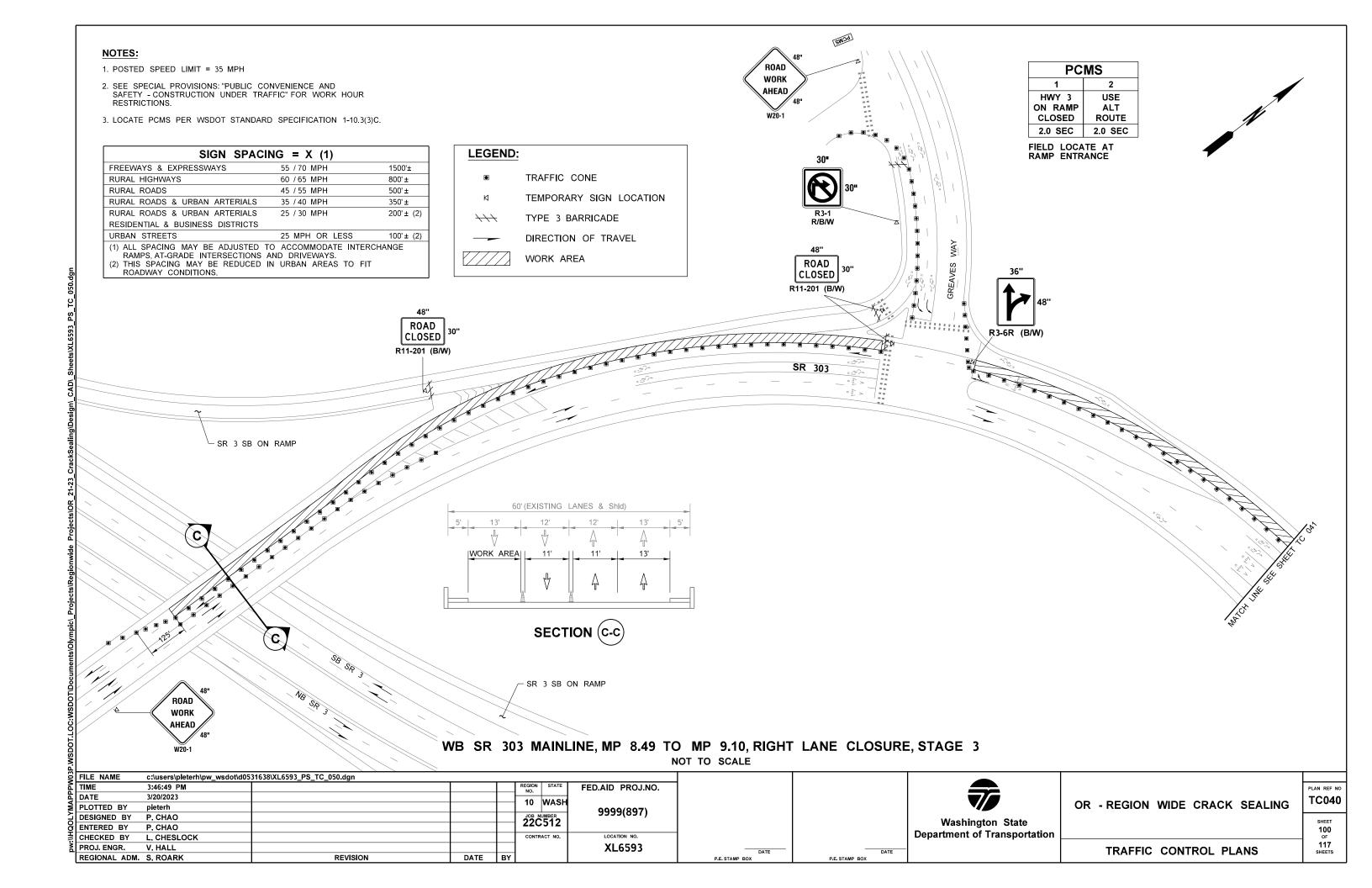


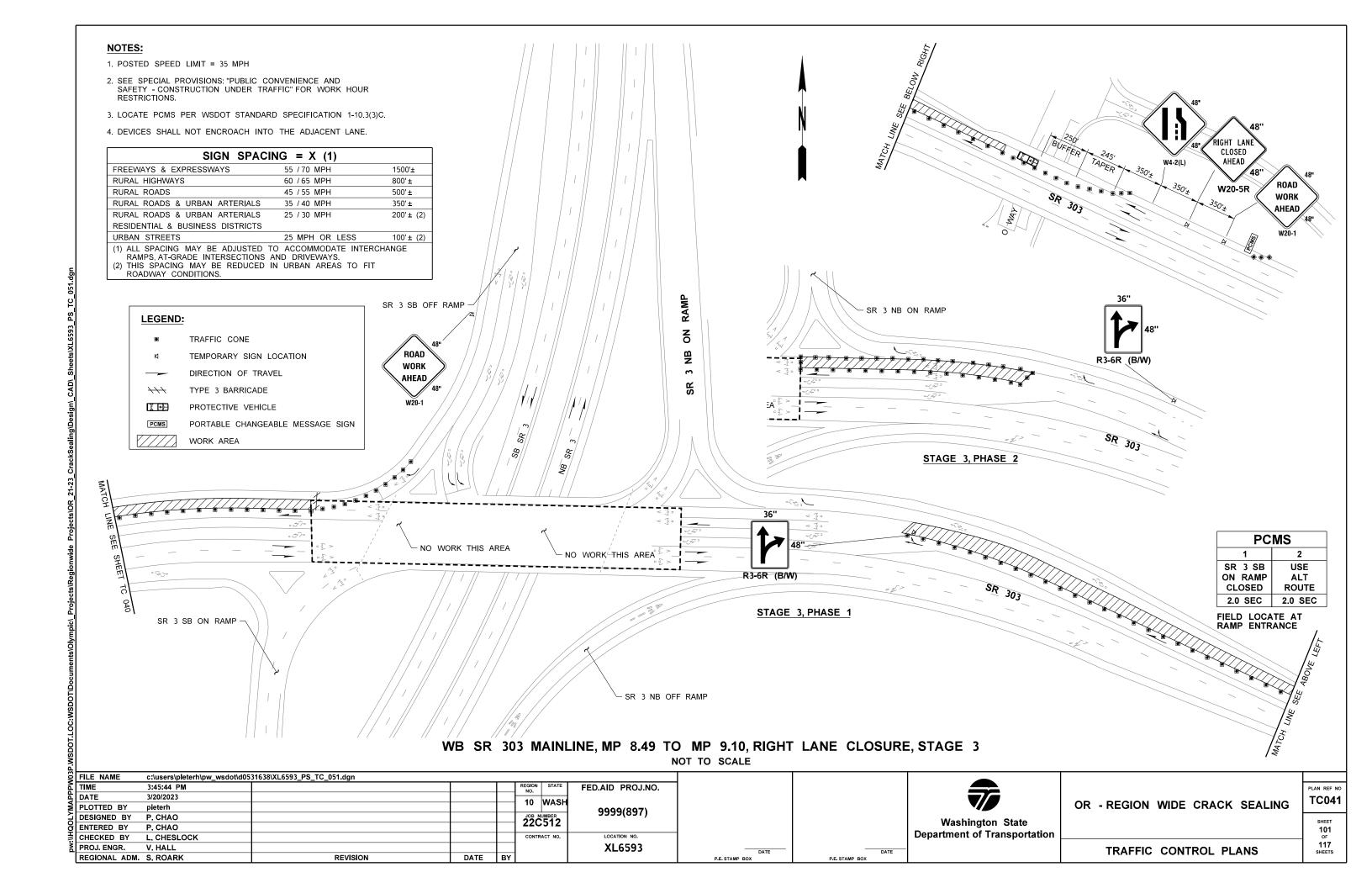


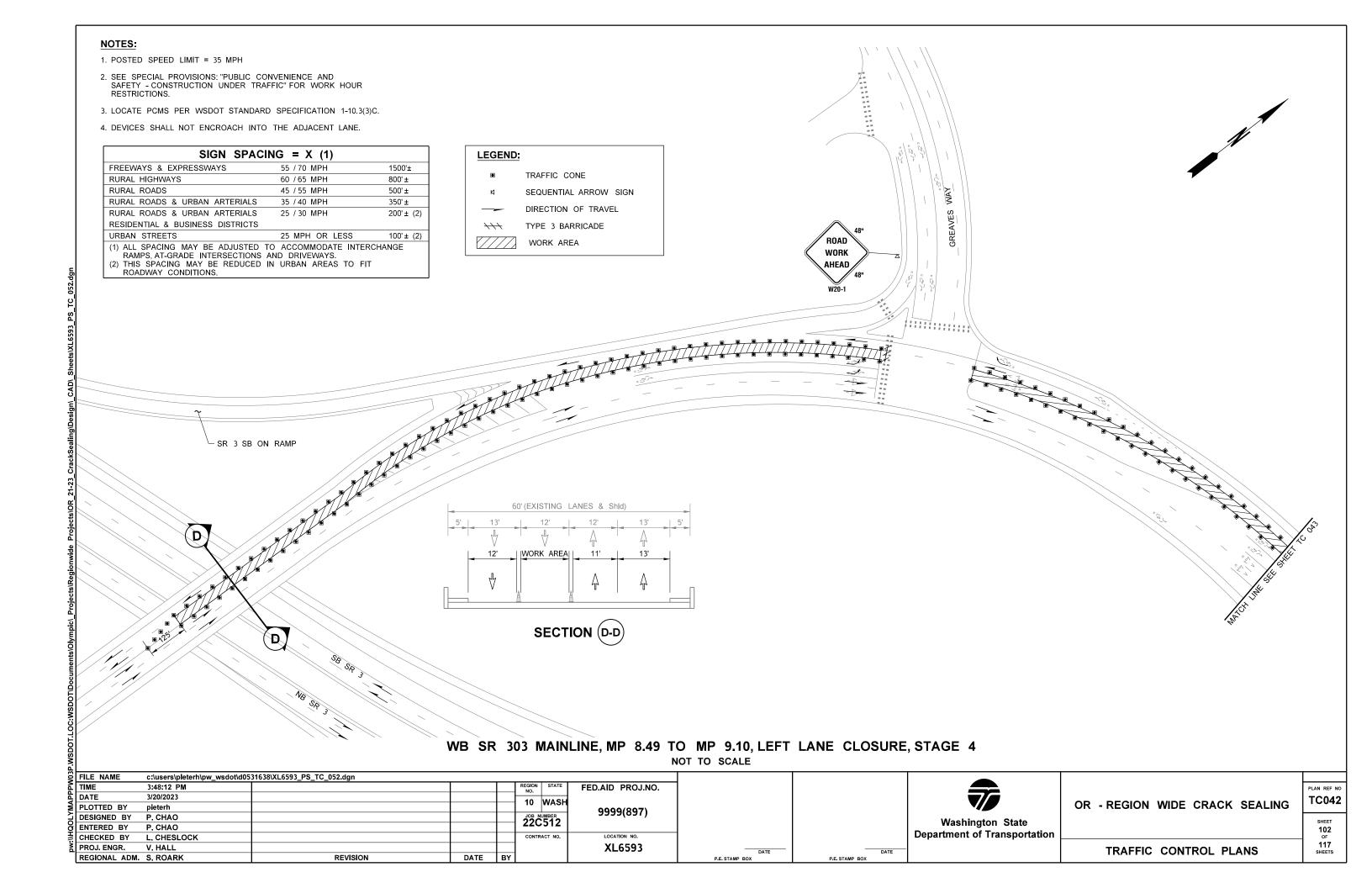


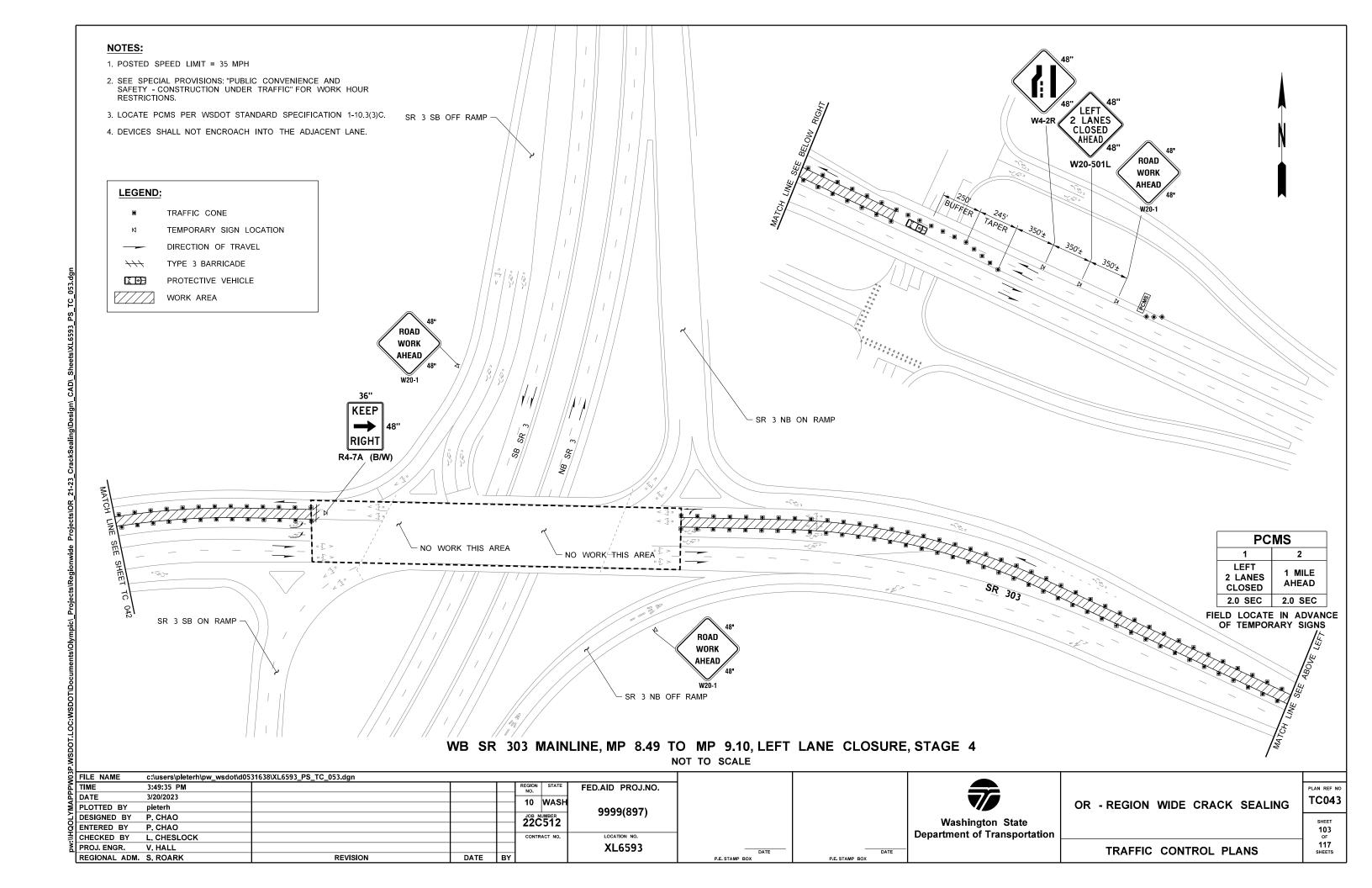












	MINII	MUM S	SHOUL	DER T	APER	LENG	ΓH = L	_/3 (fee	et)					
SHOULDER		Posted Speed (mph)												
WIDTH (feet)	25	30	35	40	45	50	55	60	65	70				
8'	40	40	60	90	120	130	150	160	170	190				
10'	40	60	90	90	150	170	190	200	220	240				
	USE A MINIMUM 3 DEVICES TAPER FOR SHOULDER LESS THAN 8'.													

SIGN SPACING	= X (1)
FREEWAYS & EXPRESSWAYS	55 / 70 MPH 1500' ±
RURAL HIGHWAYS	60 / 65 MPH 800' ±
RURAL ROADS	45 / 55 MPH 500' ±
RURAL ROADS & URBAN ARTERIALS	35 / 40 MPH 350' ±
RURAL ROADS & URBAN ARTERIALS RESIDENTIAL & BUSINESS DISTRICTS	25 / 30 MPH 200' ± (2)
URBAN STREETS	25 MPH OR LESS 100'± (2)
(1) ALL SPACING MAY BE ADJUSTED TO RAMPS, AT-GRADE INTERSECTIONS AN (2) THIS SPACING MAY BE REDUCED IN ROADWAY CONDITIONS.	ID DRIVEWAYS.

	BUFFER DATA											
LONGITUDINAL BUFFER SPACE = B												
SPEED (MPH)         25         30         35         40         45         50         55         60         65         70												
LENGTH (fe	eet)	-	-	-	-	360	425	5	495	570	645	730
TRANSP	ORTA	BLE A	TTEN	UATO	R RO	LL A	HEA	DΙ	DIST	ANCE	= R	
HOST VEHICLE WEIGHT HOST VEHICLE WEIGHT 9,900 TO 22,000 lbs. > 22,000 lbs.												
< 45 MPH 45-55 MPH > 55 MPH					<	< 45 MPH 45-55 MPH > 55			MPH			
100'	172'		74'			100'		150	)'			

50/70

35/45

25/30

CHANNELIZATION DEVICE

SPACING (feet)

TAPER T

40

20

TANGENT

80

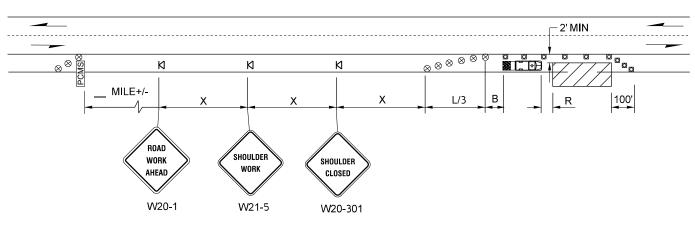
60

40

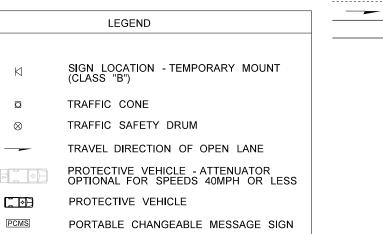
PC	MS
1	2
SHOULDER	1
CLOSED	MILE
AHEAD	AHEAD
2.0 SEC	2.0 SEC

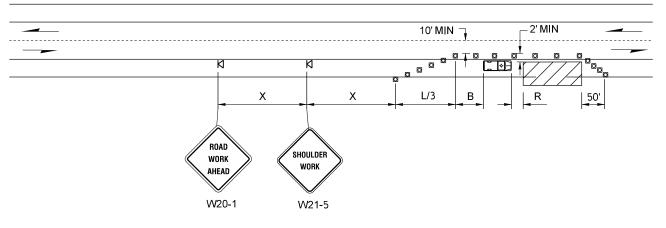
LOCATE AS SHOWN

WORK AREA



SHOULDER CLOSURE - HIGH SPEED (> 40 MPH)





SHOULDER CLOSURE - LOW SPEED (< 40 MPH)

NOTES:

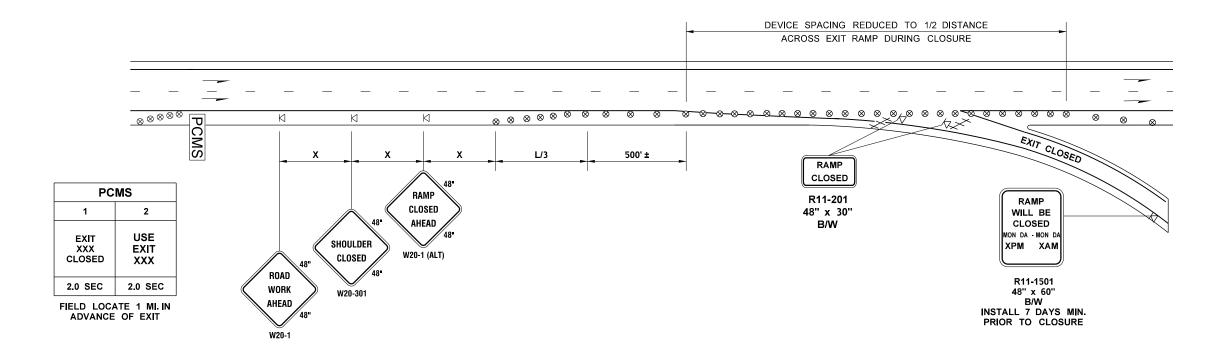
- 1. SEE SPECIAL PROVISIONS: "PUBLIC CONVENIENCE AND SAFETY CONSTRUCTION UNDER TRAFFIC" FOR WORK HOUR RESTRICTIONS.
- 2. ALL SIGNS SHALL BE 48" X 48", UNLESS OTHERWISE SHOWN. ALL SIGNS SHALL BE BLACK ON ORANGE, UNLESS OTHERWISE SHOWN.
- PROTECTIVE VEHICLE REQUIRED MAY BE A WORK VEHICLE FOR SPEEDS 40 MPH OR LESS.
- 4. EXTEND CHANNELIZING DEVICE TAPER ACROSS SHOULDER.
- PCMS SHALL NOT BE PLACED IN GORE.
   PCMS SHALL HAVE MINIMUM 4'CLEARANCE TO TRAVELED LANE.
- DURING HIGH SPEED CLOSURE NO ENCROACHMENT ON TRAVELED LANE. IF ENCROACHMENT IS NECESSARY, LANE SHALL BE CLOSED USING AN APPROVED PLAN.
- 7. THIS PLAN SHALL BE USED TO INSTALL AND REMOVE CLASS A SIGNS ONLY.
- 8. CLOSURES NEAR INTERSECTIONS SHALL NOT BLOCK SIGHT DISTANCE FOR VEHICLES ENTERING FROM THE SIDE ROAD.

<u> </u>							NOT TO SCALE		VEINGLES ENVEN	THE THEM THE SIDE TONE.	
FILE NAME	c:\users\pleterh\pw_wsdot\d0531638\XL6593_PS_TC_0	054.dgn									
TIME	3:48:24 PM			R	REGION STATE	FED.AID PROJ.NO.					PLAN REF NO
DATE	3/16/2023				10 WASH						TC044
PLOTTED BY	pieterh				IU WASH	9999(897)				OR - REGION WIDE CRACK SEALING	10044
DESIGNED BY	P. CHAO				22C512	] 3333(031)			Washington State		SHEET
ENTERED BY	P. CHAO				220312						104
E CHECKED BY	L. CHESLOCK				CONTRACT NO.	LOCATION NO.			Department of Transportation		OF_
PROJ. ENGR.	V. HALL					XL6593	——————————————————————————————————————	——————————————————————————————————————		TRAFFIC CONTROL PLANS	117 SHEETS
REGIONAL ADM	S ROARK	REVISION	DATE	RY			DE STAND DOY	DE STAND BOY		I IIII GOMINGE I EARG	1 5

## NOTES:

- 1. SEE SPECIAL PROVISIONS FOR ALLOWABLE WORK HOURS.
- 2. TYPICAL APPLICATION SHOWN. ADJUST FOR SITE CONDITIONS.
- 3. ALL SIGNS ARE BLACK ON ORANGE UNLESS OTHERWISE DESIGNATED.

SIGN SPACIN	G = X (1)	
FREEWAYS & EXPRESSWAYS	50-75 MPH	1500' +/-
RURAL HIGHWAYS	60-65 MPH	800' +/-
(1) ALL SPACING MAY BE ADJUSTED TINTERCHANGE RAMPS, AT-GRADE INT	TO ACCOMMODATE ERSECTIONS AND	DRIVEWAYS.



### LEGEND:

↑ TEMPORARY SIGN LOCATION

TYPE 3 BARRICADE

PCMS PORTABLE CHANGEABLE MESSAGE SIGN

## SHORT TERM OFF RAMP CLOSURE WITHOUT RIGHT LANE CLOSURE ON MAINLINE (60 MPH POSTED SPEED LIMIT)

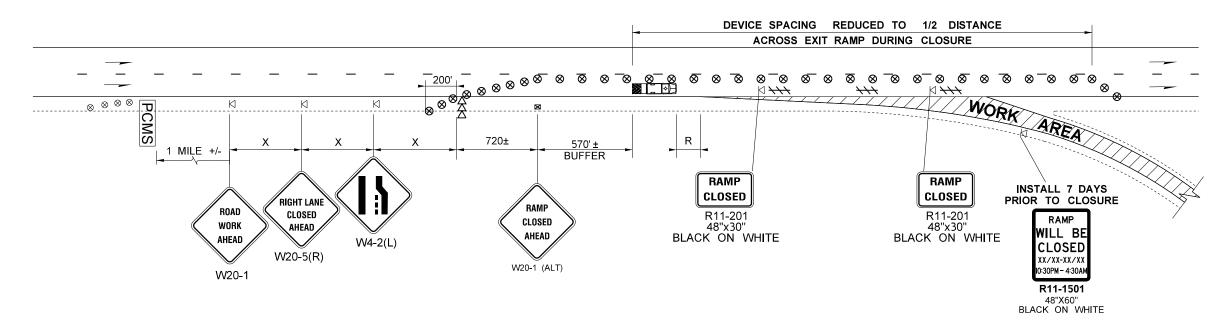
NOT TO SCALE

<u> </u>											
FILE NAME	c:\users\pleterh\pw_wsdot\d05	31638\XL6593_PS_TC_055.dgn	•								
TIME	3:48:48 PM				REGION STATE	FED.AID PROJ.NO.					PLAN REF NO
DATE	3/16/2023				10 WASH	1					TC045
PLOTTED BY	pieterh				T TO WASE	9999(897)				OR - REGION WIDE CRACK SEALING	10075
DESIGNED BY	P. CHAO				22C512	] 3333(037)			Washington State		SHEET
ENTERED BY	P. CHAO				7 220312						105
CHECKED BY	L. CHESLOCK				CONTRACT NO.	LOCATION NO.			Department of Transportation		OF
PROJ. ENGR.	V. HALL					XL6593	DATE	DATE		TRAFFIC CONTROL PLANS	117 SHEETS
REGIONAL ADM	1. S.ROARK	REVISION	DATE	BY			P.E. STAMP BOX	P.E. STAMP BOX		TRAITIC CONTROL LANG	SILEIS

	ELIZATION PACING (fe	
MPH	TAPER	TANGENT
50/70	40	80
35/45	30	60

SIGN SPACING	= X (1)	
FREEWAYS & EXPRESSWAYS	55 / 70 MPH	1500' ±
RURAL HIGHWAYS	60 / 65 MPH	800' ±
(1) ALL SPACING MAY BE ADJUSTED TO RAMPS, AT-GRADE INTERSECTIONS AND		INTERCHANGE

TRANSP	TRANSPORTABLE ATTENUATOR ROLL AHEAD DISTANCE = R										
	VEHICLE WEIG 0 TO 22,000 lbs		HOST VEHICLE WEIGHT > 22,000 lbs.								
< 45 MPH 45-55 MPH		> 55 MPH	< 45 MPH	45-55 MPH	> 55 MPH						
100'	123'	172'	74'	100'	150'						



	LEGEND:
И	SIGN LOCATION - TEMPORARY MOUNT
8	TRAFFIC SAFETY DRUM
+++	TYPE 3 BARRICADE
PCMS	PORTABLE CHANGEABLE MESSAGE SIGN
	TRAVEL DIRECTION OF OPEN LANE
DDD	SEQUENTIAL ARROW SIGN
	PROTECTIVE VEHICLE WITH ATTENUATOR
	WORK AREA

PC	MS
1	CLOSED ALT AHEAD ROUTE
OFF-RAMP CLOSED AHEAD	ALT
2.0 SEC	2.0 SEC

FIELD LOCATE 1 MI. IN ADVANCE OF EXIT

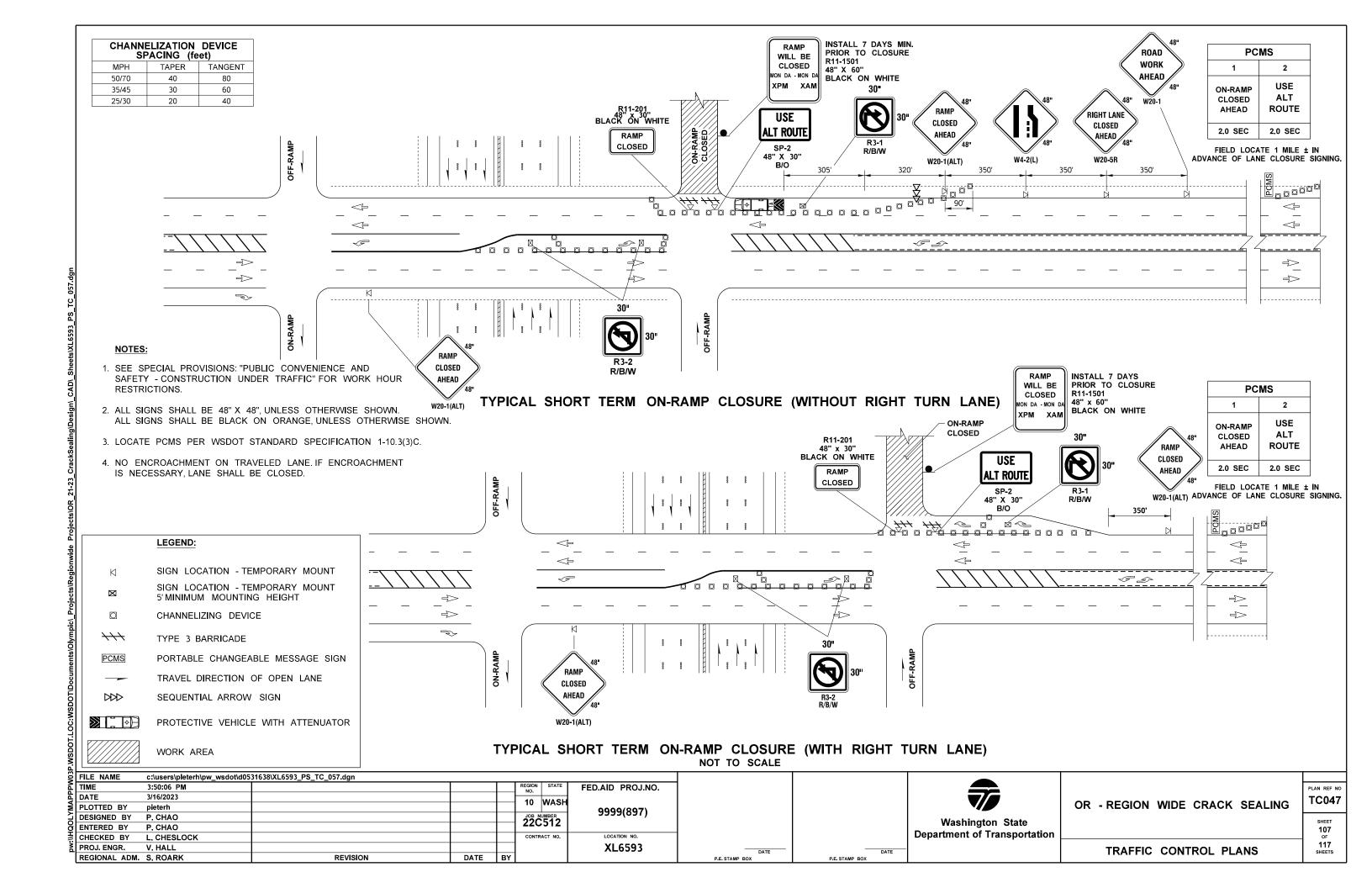
### NOTES:

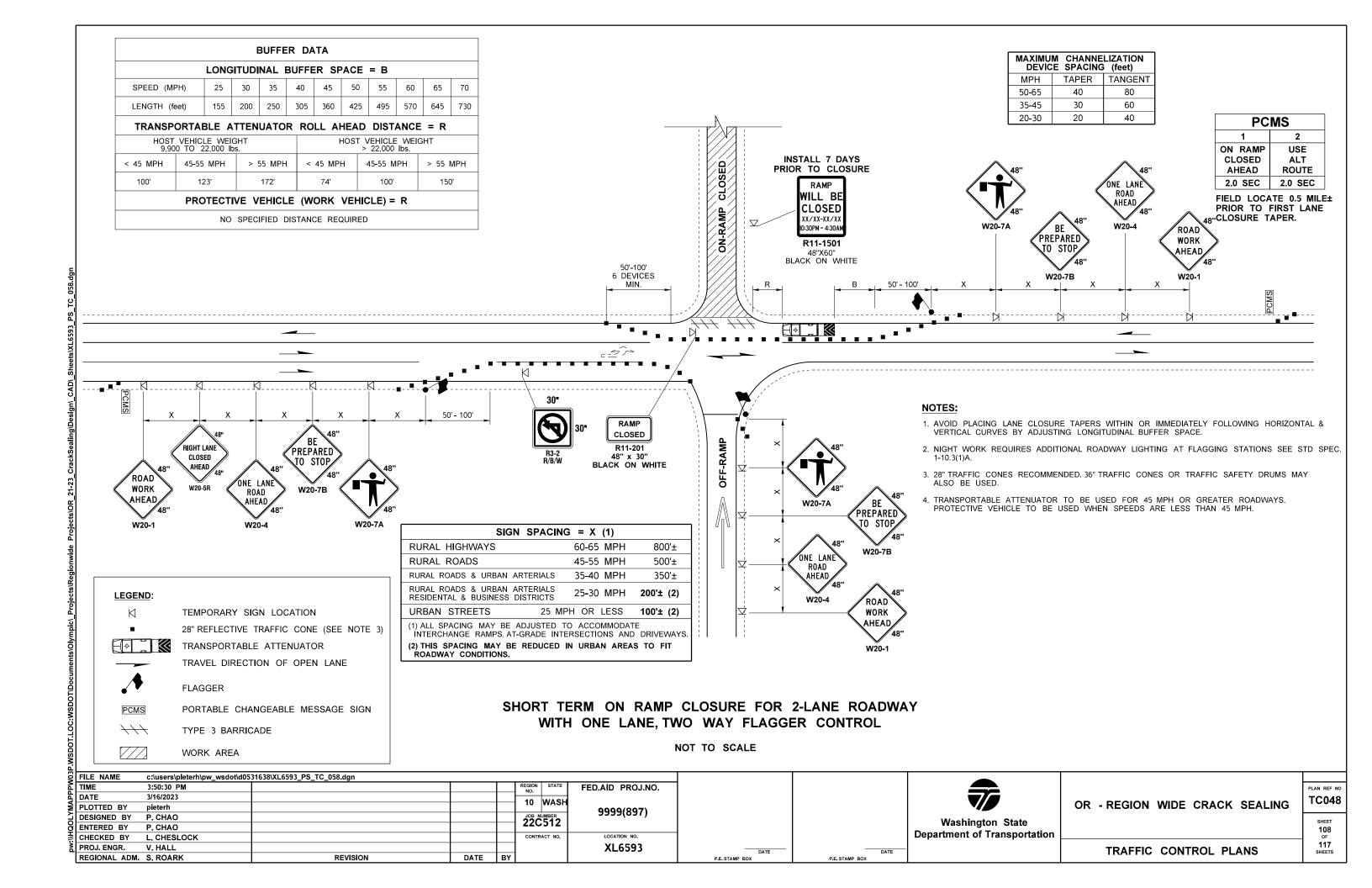
- 1. SEE SPECIAL PROVISIONS: "PUBLIC CONVENIENCE AND SAFETY CONSTRUCTION UNDER TRAFFIC" FOR WORK HOUR RESTRICTIONS.
- 2. ALL SIGNS SHALL BE 48" X 48", UNLESS OTHERWISE SHOWN. ALL SIGNS SHALL BE BLACK ON ORANGE, UNLESS OTHERWISE SHOWN.
- 3. LOCATE PCMS PER WSDOT STANDARD SPECIFICATION 1-10.3(3)C.
- 4. NO ENCROACHMENT ON TRAVELED LANE. IF ENCROACHMENT IS NECESSARY, LANE SHALL BE CLOSED.
- 5. FOR FREEWAYS & EXPRESSWAYS, ADVANCED SIGNS TO BE INSTALLED ON BOTH SIDES OF THE ROADWAY (GATED).

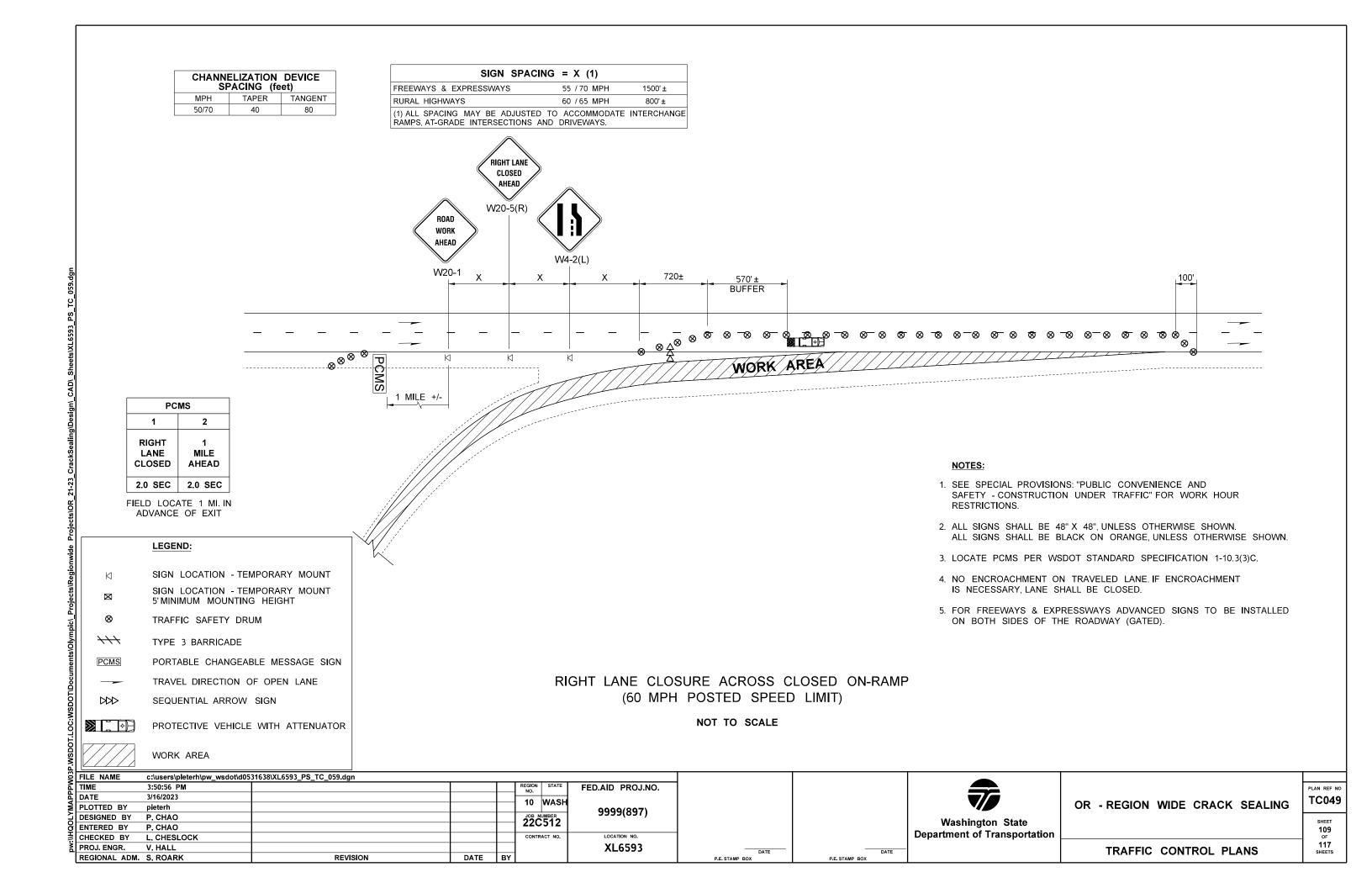
## SHORT TERM OFF RAMP CLOSURE WITH RIGHT LANE CLOSURE (60 MPH POSTED SPEED LIMIT)

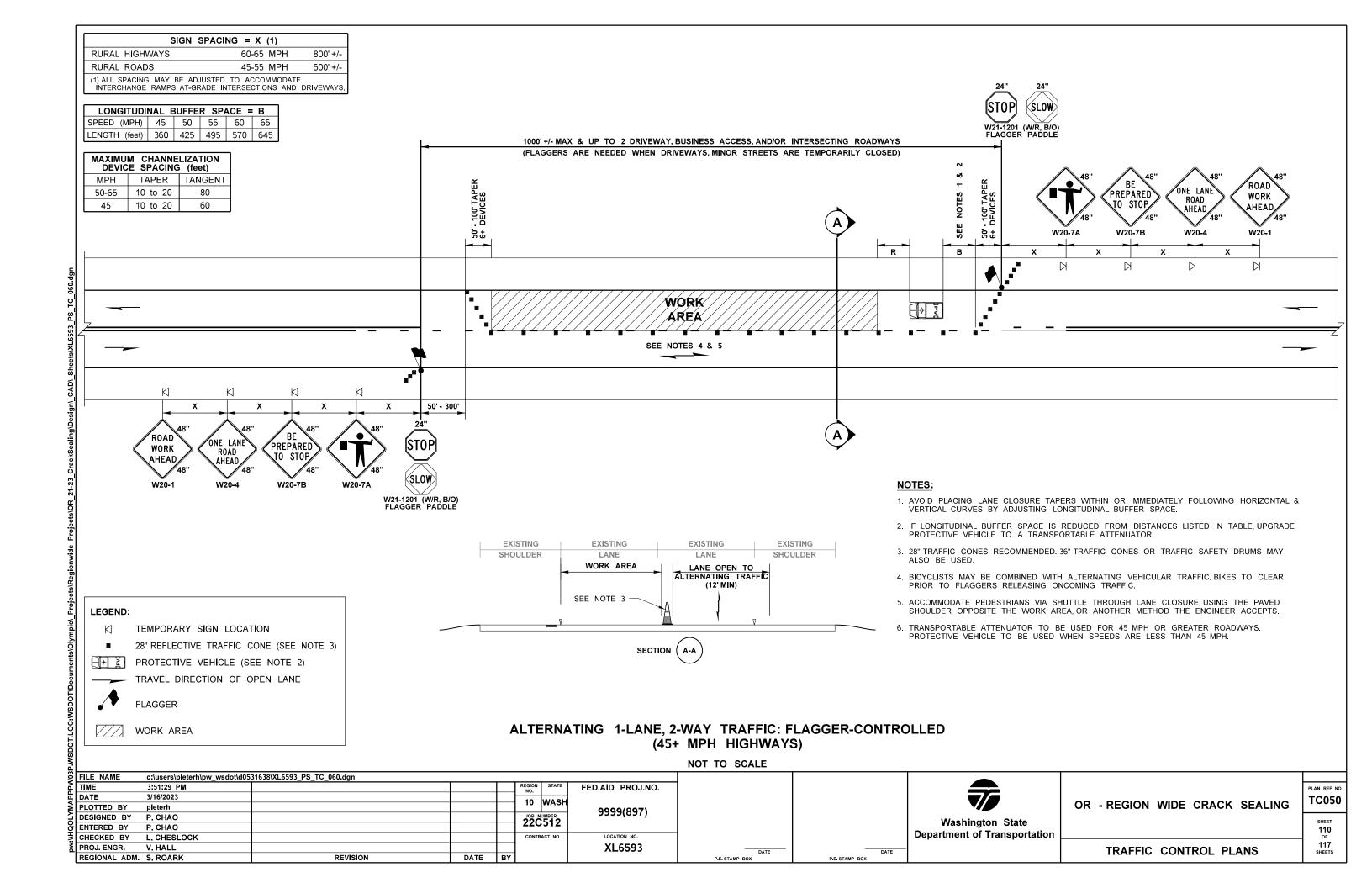
## NOT TO SCALE

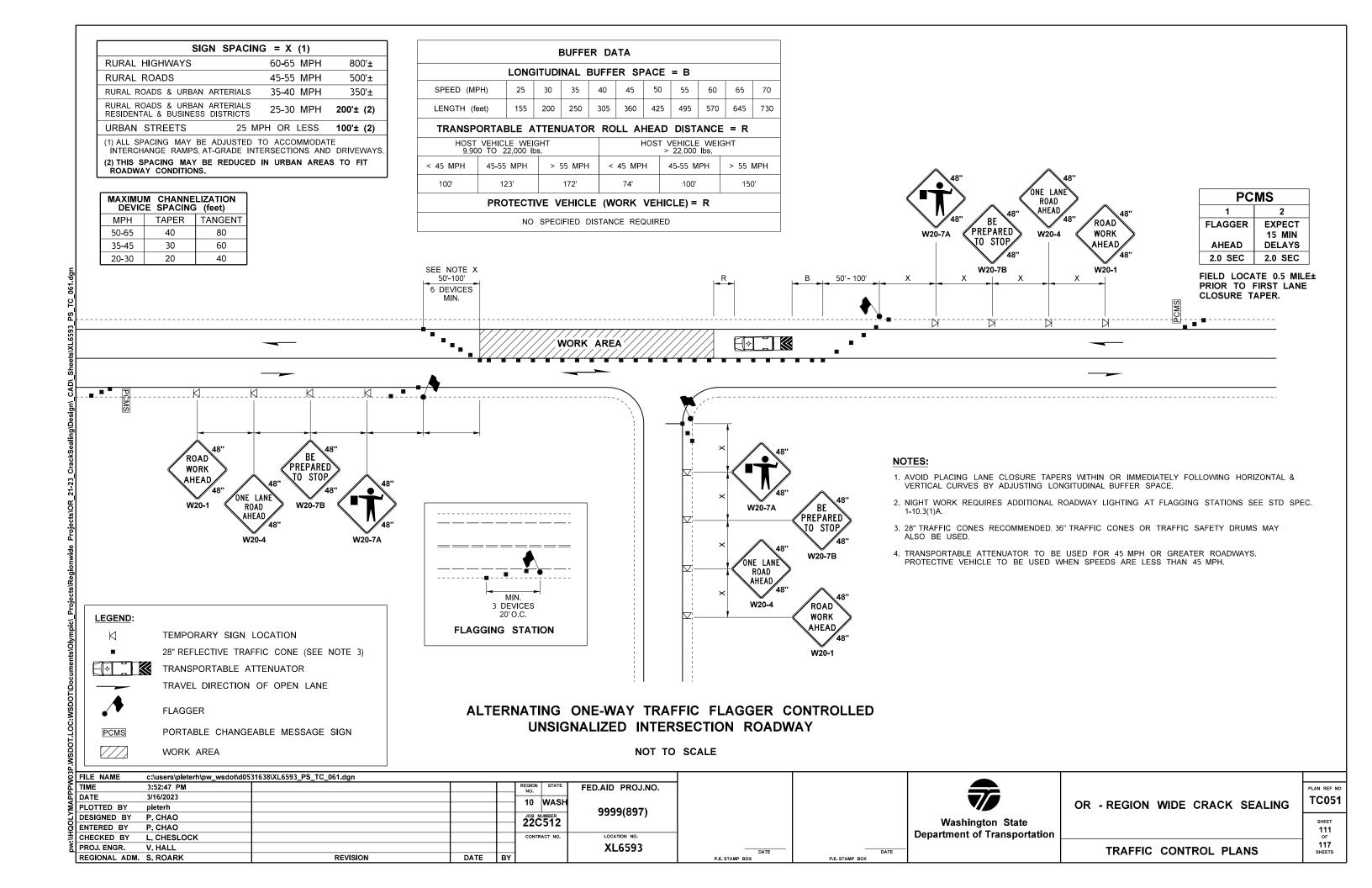
<u> </u>									
FILE NAME	c:\users\pleterh\pw_wsdot\d0531638\XL6593_PS_TC_056.dgn								
Ž TIME	3:51:29 PM		REGION STATE	FED.AID PROJ.NO.					PLAN REF NO
DATE	3/20/2023		10 WASI	<u> </u>					TC046
PLOTTED BY	pieterh		IU WASI	9999(897)				OR - REGION WIDE CRACK SEALING	1.0040
DESIGNED BY	P. CHAO		22C512	3333(831)			Washington State		SHEET
ENTERED BY	P. CHAO		220312				_		106
E CHECKED BY	L. CHESLOCK		CONTRACT NO.	LOCATION NO.			Department of Transportation		OF_
PROJ. ENGR.	V. HALL			XL6593	DATE	DATE	-	TRAFFIC CONTROL PLANS	117 SHEETS
REGIONAL ADM.	S. ROARK REVISION	DATE	BY		P.E. STAMP BOX	P.E. STAMP BOX		TRAITIO GONTROL I LANG	SHEETS











SIGN SPACING	= X (1)	
FREEWAYS & EXPRESSWAYS	55 / 70 MPH	1500' ±
RURAL HIGHWAYS	60 / 65 MPH	800' ±
RURAL ROADS	45 / 55 MPH	500' ±
RURAL ROADS & URBAN ARTERIALS	35 / 40 MPH	350' ±
RURAL ROADS & URBAN ARTERIALS RESIDENTIAL & BUSINESS DISTRICTS	25 / 30 MPH	200' ± (2)
URBAN STREETS	25 MPH OR LESS	100' ± (2)
(1) ALL SPACING MAY BE ADJUSTED TO RAMPS, AT-GRADE INTERSECTIONS AN (2) THIS SPACING MAY BE REDUCED IN ROADWAY CONDITIONS.	D DRIVEWAYS.	

MINIMUM LANE CLOSURE TAPER LENGTH = L (feet)										
LANE WIDTH				Pos	ted Sp	eed (n	nph)			
(feet)	25	30	35	40	45	50	55	60	65	70
10	-	-	-	-	-	-	-	-	-	-
11	-	-	-	-	495	550	605	660	-	-
12	-	-	-	-	540	600	660	720	780	840

CHANNELIZATION DEVICE SPACING (feet)									
MPH	TAPER	TANGENT							
50/70	40	80							
35/45	30	60							

	BUFFER DATA											
	LONGITUDINAL BUFFER SPACE = B											
SPEED (MPH) 25			30	35	40	45	50	55	60	65	70	
LENGTH (feet) 15			155	200	250	305	360	425	495	570	645	730
	TRANSP	ORTAI	BLE A	TTEN	UATO	R RO	LL AI	HEAD	DIST	ANCE	= R	
	HOST VEHICLE WEIGHT 9.900 TO 22.000 lbs.						I		VEHICLE > 22,000		GHT	
<	45 MPH	45-55	MPH	MPH > 55 MPH			< 45 MPH		45-55 MPH		> 55 MPH	
	100'	12	23'		172'		74'		100'		150	 )'



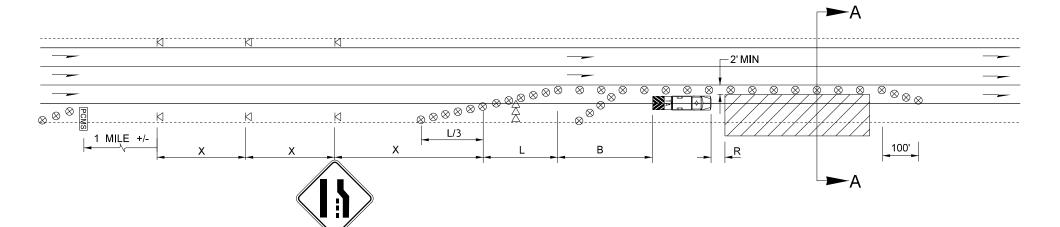
PC	MS
1	2
LEFT	2
LANE	MILE
CLOSED	AHEAD
2.0 SEC	2.0 SEC

LOCATE AS SHOWN

L	_ X	X	W4-2(R) X		L B		_R100'	
1 MILE +/-				L/3				
k	1	И	K	<del>\</del> \\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	7		\[ \frac{1}{2} \]	
					$\otimes \otimes \otimes \otimes \otimes \otimes$	$\otimes$ $\otimes$ $\otimes$ $\otimes$		
						<b>†</b>		
							-2' MIN	
	1	14	14					

PC	MS
1	2
RIGHT	2
LANE	MILE
CLOSED	AHEAD
2.0 SEC	2.0 SEC

LOCATE AS SHOWN



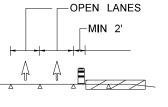
## SIGN LOCATION - TEMPORARY MOUNT (CLASS "B") SIGN LOCATION - BARRIER MOUNT TRAFFIC SAFETY DRUM SEQUENTIAL ARROW SIGN - TYPE C

TRAVEL DIRECTION OF OPEN LANE PROTECTIVE VEHICLE - ATTENUATOR OPTIONAL FOR SPEEDS 40MPH OR LESS

LEGEND

**PCMS** PORTABLE CHANGEABLE MESSAGE SIGN

WORK AREA



SECTION VIEW A-A

SINGLE LANE CLOSURE RIGHT OR LEFT **MULTILANE ROADWAY** 

DATE

- 1. SEE SPECIAL PROVISIONS: "PUBLIC CONVENIENCE AND SAFETY CONSTRUCTION UNDER TRAFFIC" FOR WORK HOUR RESTRICTIONS.
- 2. ALL SIGNS SHALL BE 48" X 48", UNLESS OTHERWISE SHOWN. ALL SIGNS SHALL BE BLACK ON ORANGE, UNLESS OTHERWISE SHOWN.
- 3. EXTEND CHANNELIZING DEVICE TAPER ACROSS SHOULDER.
- PCMS SHALL NOT BE PLACED IN GORE. PCMS SHALL HAVE MINIMUM 4'CLEARANCE TO TRAVELED LANE.
- 5. NO ENCROACHMENT ON TRAVELED LANE.
- 6. USE TRANSVERSE DEVICES IN CLOSED LANE EVERY 1000'.

	•		△ EXISTING PAV	EMENI MA	AKKII	NG			
FILE NAME	c:\users\pleterh\pw_wsdot\d05	31638\XL6593_PS_TC_062.dgn							П
TIME	3:53:31 PM					REGION NO.	STATE	FED.AID PROJ.NO.	ı
DATE	3/7/2023						WASH		ı
PLOTTED BY	H. PIETERSON					10	WASH	9999(897)	ı
DESIGNED BY	P. CHAO					JOB N	UMBER 512	3333(031)	
ENTERED BY	P. CHAO					220	,312		ı
CHECKED BY	L. CHESLOCK					CONTR	ACT NO.	LOCATION NO.	ı
PROJ. ENGR.	V. HALL							XL6593	ı
REGIONAL ADM.	S. ROARK	REVISION		DATE	BY				



DATE

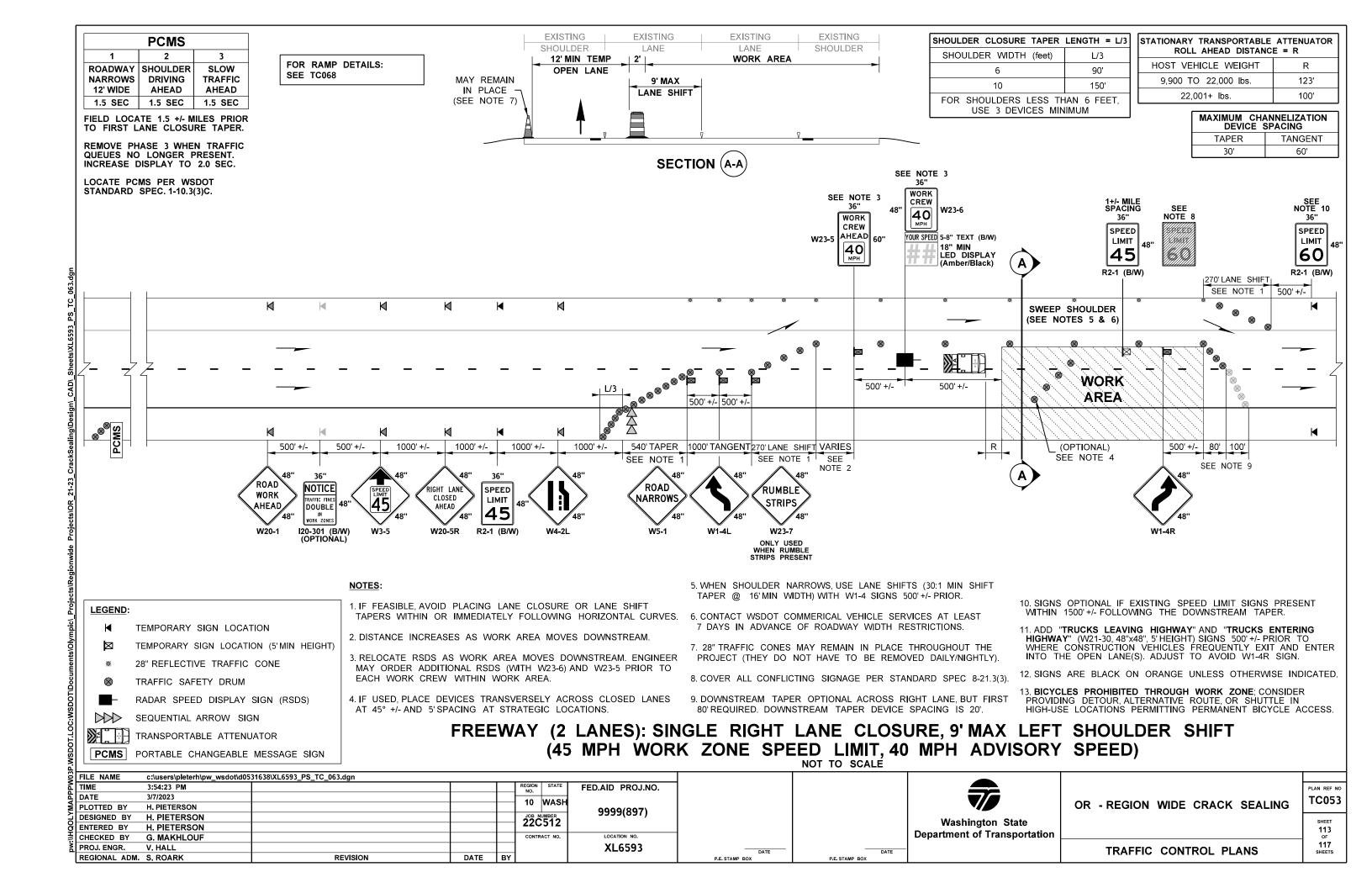
OR - REGION WIDE CRACK SEALING

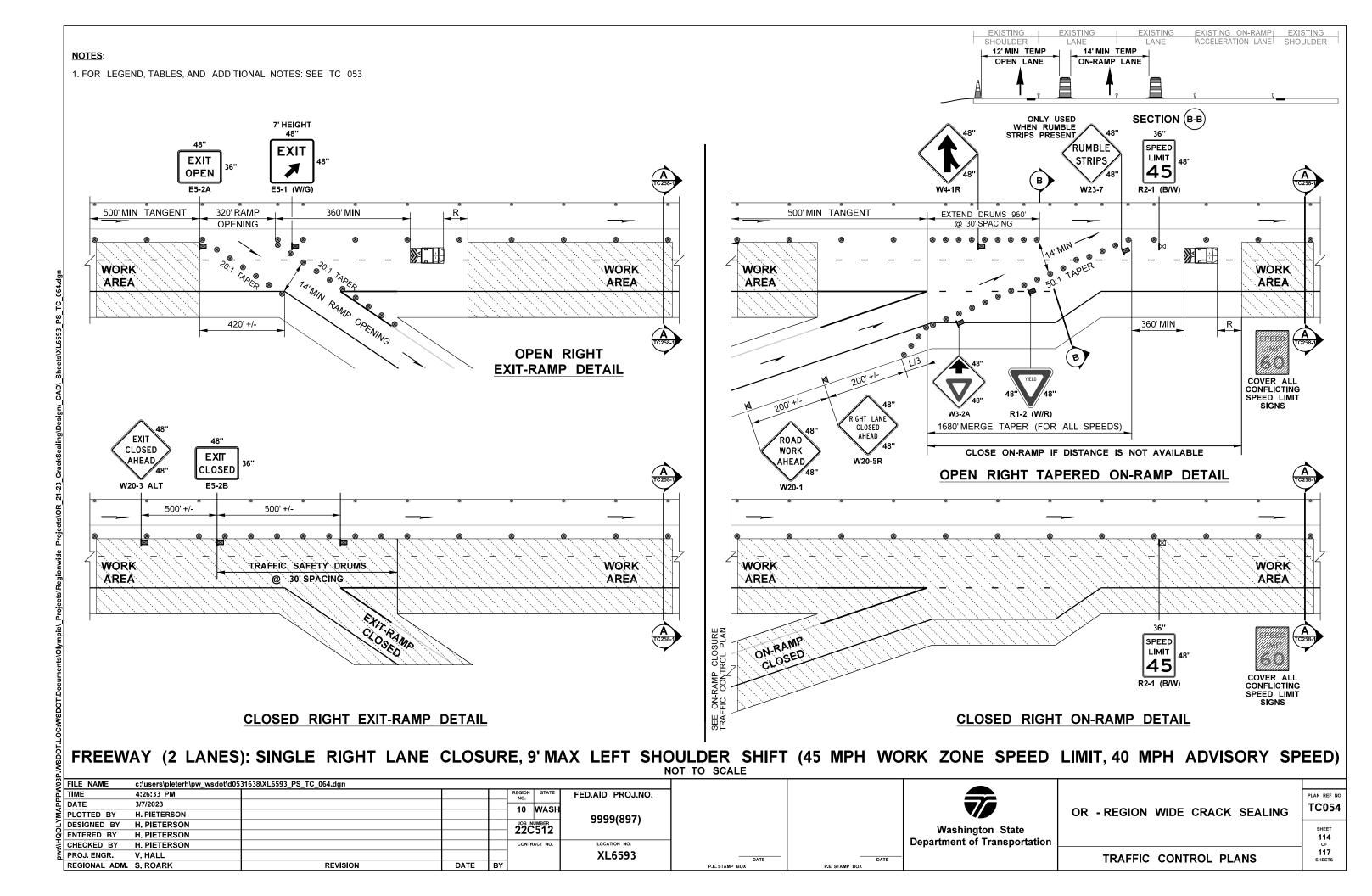
TC052

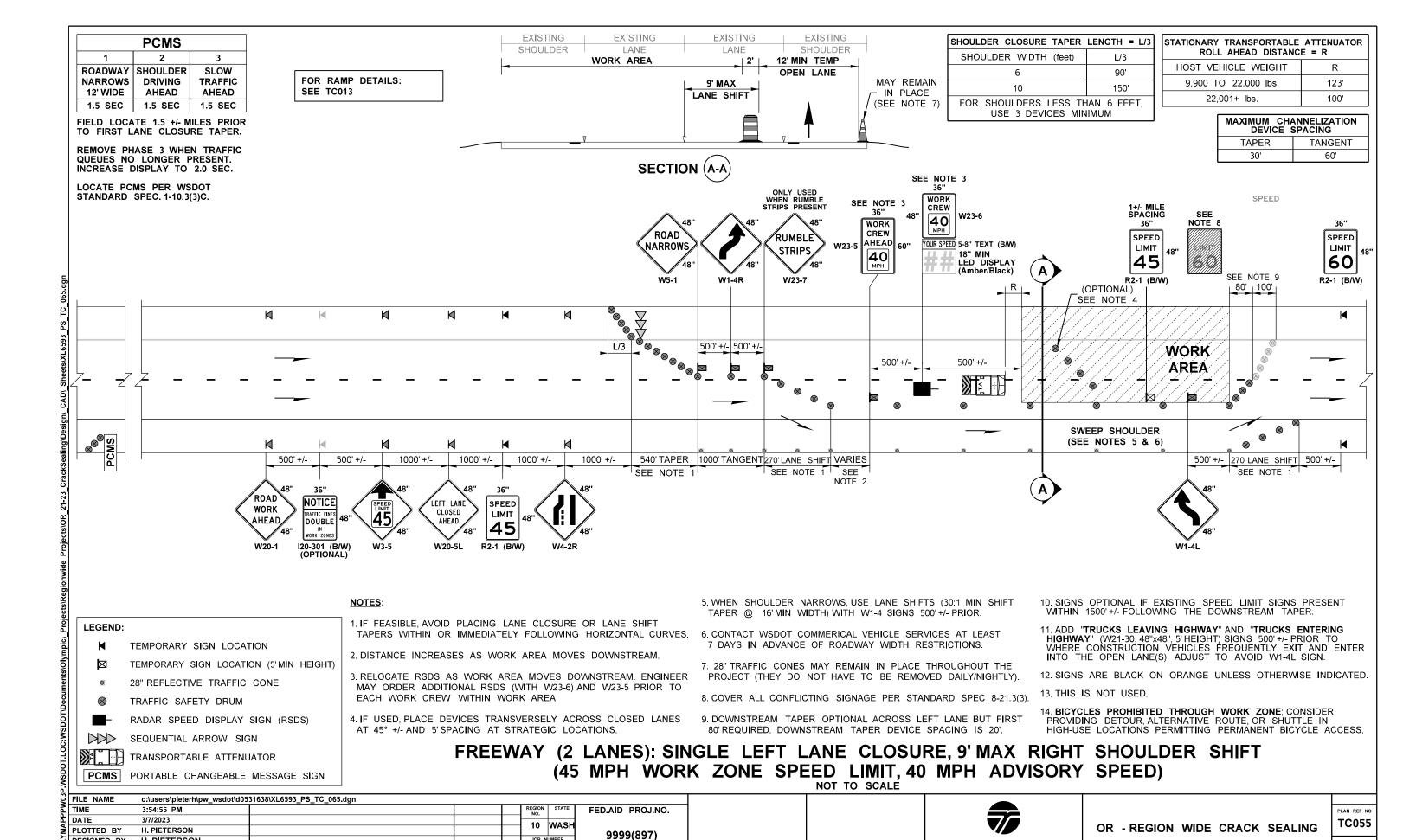
112

117 SHEETS

TRAFFIC CONTROL PLANS







Washington State

Department of Transportation

DATE

115

117

TRAFFIC CONTROL PLANS

22C512

CONTRACT NO.

DATE

ВΥ

LOCATION NO.

XL6593

DATE

DESIGNED BY

ENTERED BY

CHECKED BY

PROJ. ENGR.

H. PIETERSON

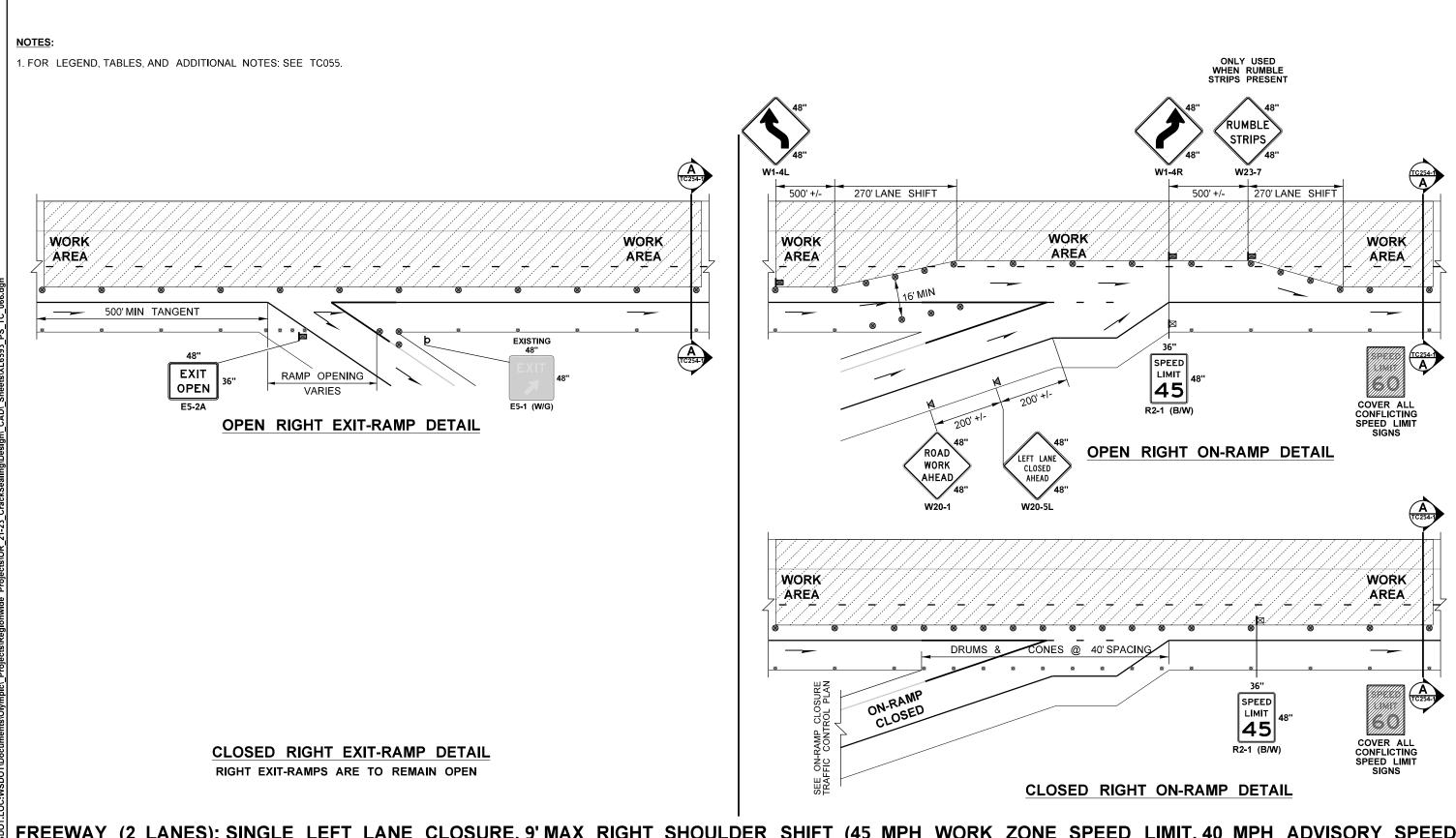
H. PIETERSON

REVISION

G. MAKHLOUF

V. HALLL

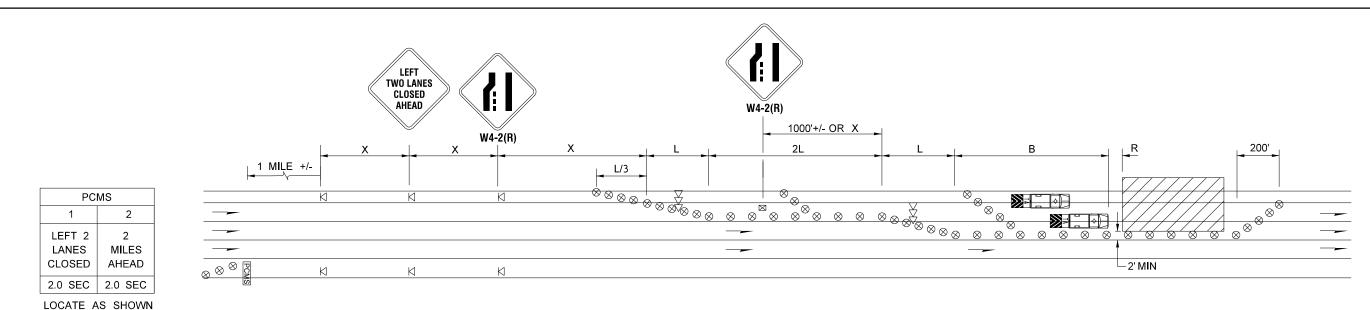
REGIONAL ADM. S. ROWINK

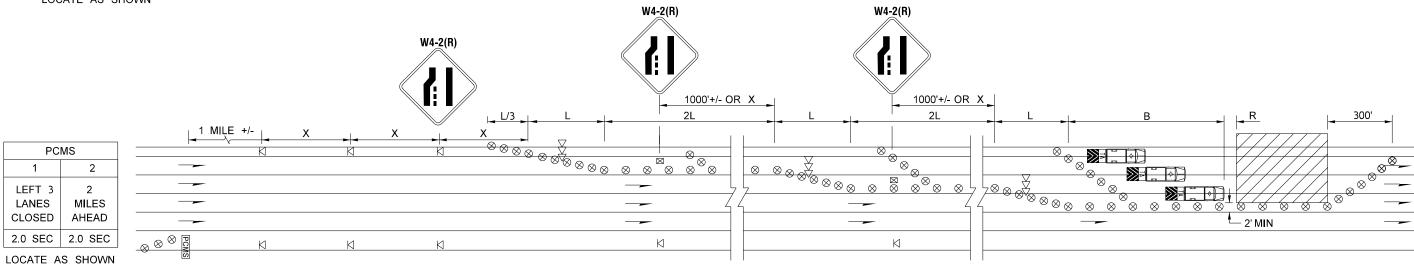


FREEWAY (2 LANES): SINGLE LEFT LANE CLOSURE, 9' MAX RIGHT SHOULDER SHIFT (45 MPH WORK ZONE SPEED LIMIT, 40 MPH ADVISORY SPEED)

NOT TO SCALE

S FILE NAME	c:\users\pleterh\pw_wsdot\d05	31638\XL6593_PS_TC_066.dgn									
Ž TIME	3:58:39 PM				REGION STATE	FED.AID PROJ.NO.					PLAN REF NO
DATE	3/7/2023				10 WASH	1					TC056
≥ PLOTTED BY	H. PIETERSON				IU WASI	9999(897)				OR - REGION WIDE CRACK SEALING	1.0000
DESIGNED BY	H. PIETERSON				22C512	3333(831)			Washington State		SHEET
ENTERED BY	H. PIETERSON				220312				_		116
E CHECKED BY	G. MAKHLOUF				CONTRACT NO.	LOCATION NO.			Department of Transportation		_ OF
PROJ. ENGR.	V. HALL					XL6593	DATE	DATE		TRAFFIC CONTROL PLANS	117 SHEETS
REGIONAL ADM.	S. ROARK	REVISION	DATE	BY			P.E. STAMP BOX	P.E. STAMP BOX		TRAITIO CONTROL TEANO	SHEETS





LEGEND							
KI	SIGN LOCATION - TEMPORARY MOUNT (CLASS "B")						
	SIGN LOCATION - TEMPORARY MOUNT MINIMUM 5'(FT) MOUNTING HEIGHT						
8	TRAFFIC SAFETY DRUM						
DDD	SEQUENTIAL ARROW SIGN - TYPE C						
	TRAVEL DIRECTION OF OPEN LANE						
	PROTECTIVE VEHICLE - ATTENUATOR OPTIONAL FOR SPEEDS 40MPH OR LESS						
PCMS	PORTABLE CHANGEABLE MESSAGE SIGN						
	WORK AREA						

BUFFER DATA											
LONGITUDINAL BUFFER SPACE = B											
SPEED (MF	25	30	30 35		45	50	55	60	65	70	
LENGTH (feet)		155	200	250	305	360	425	495	570	645	730
TRANSPORTABLE ATTENUATOR ROLL AHEAD DISTANCE = R											
HOST VEHICLE WEIGHT 9,900 TO 22,000 lbs.						HOST VEHICLE WEIGHT > 22,000 lbs.					
< 45 MPH	45-55	5-55 MPH > 55 MPH			l <	45 MPI	-	45-55 N	<b>I</b> PH	> 55 MPH	
100'	12	23' 172'				74'		100'		150'	

# DOUBLE LEFT LANE CLOSURE TRIPLE LEFT LANE CLOSURE MULTILANE ROADWAY

NOT TO SCALE

NOTES:

- 1. SEE TC 002 FOR ADDITIONAL INFORMATION AND NOTES.
- 2. PCMS SHALL NOT BE PLACED IN GORE.
  PCMS SHALL HAVE MINIMUM 4'CLEARANCE TO TRAVELED LANE.
- 3. NO ENCROACHMENT ON TRAVELED LANE. IF ENCROACHMENT IS NECESSARY, LANE SHALL BE CLOSED USING AN APPROVED PLAN.
- 4. USE TRANSVERSE DEVICES IN CLOSED LANE EVERY 1000'.

FILE NAME	C:\Users\pleterh\OneDrive - Washington State Department of Transportation\Desktop\double and triple left lane closure.dgn										
TIME	8:50:06 AM				REGION ST	FED.AID PROJ.NO.	1				PLAN REF NO
DATE	3/21/2023				10 WA	SH 9999(897)					TC057
PLOTTED BY	pieterh				10 00	9H(/				OR - REGION WIDE CRACK SEALING	10037
DESIGNED BY	H. PIETERSON				JOB NUMBE				Washington State		SHEET
ENTERED BY	H. PIETERSON				22C51	2			_		117
CHECKED BY	G. MAKHLOUF				CONTRACT	O. LOCATION NO.			Department of Transportation		OF
PROJ. ENGR.	V. HALL					XL6593	DATE	——————————————————————————————————————		TRAFFIC CONTROL PLANS	117 SHEETS
REGIONAL ADM.	S. ROARK	REVISION		DATE E	BY	1 720000	P.E. STAMP BOX	P.E. STAMP BOX			5